

Highway  
Improvements  
Committee

LAW OFFICES  
DAVIES, RICHBERG, TYDINGS & LANDA  
1000 VERMONT AVENUE, NORTHWEST  
WASHINGTON D. C.

ADMINISTRATIVE FILE  
Highway Improvements  
Committee  
CABLE ADDRESS "DAVON"

ADRIEN F. BUBICK  
OF COUNSEL

June 20, 1956

Mr. Dave Beck  
552 Donny Way  
Seattle, Washington

Dear Dave:

The Highway Bill Conferees today decided not to include the additional restrictions which they were considering. The most objectionable one was a 50' length limitation. This was the situation I talked to you about on the telephone yesterday when we sent out the ACT Committee telegrams signed by you. Your prompt cooperation proved most opportune. Many thanks.

Sincerely,

Red

Arthur D. Condon

11/md



JOSEPH E. DAVIES  
DONALD R. RICHBERG  
MILLARD E. TYDINGS  
ALFONS E. LANDA  
JAMES T. WELCH  
ROBERT E. CUSUMANO  
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BERNARD W. HOLLEMAN  
ARTHUR D. CONDON  
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CABLE ADDRESS "DAVJON"

ADRIEN F. BUSICK  
OF COUNSEL

June 22, 1956

Mr. Dave Peck, General President  
International Brotherhood of Teamsters  
25 Louisiana Avenue, N.W.  
Washington, D.C.

Dear Dave:

The enclosed letter from Senator Gore, Chairman  
of the Committee considering the Highway Bill, signifies  
the timeliness of the telegram you sent.

With kindest regards,

Sincerely,

Arthur D. Condon

ll/md

Enclosure

cc: Mr. Dave Peck  
552 Denny Way  
Seattle, Washington

C  
O  
P  
Y

JOHN F. SHAW, JR., N. Y.  
ALBERT B. BARR, N. Y.  
F. J. McMANUS, N. Y.  
RICHARD L. BISHOP, N. Y.  
W. K. SCOTT, N. Y.  
THOMAS A. SWIFT, N. Y.  
JOHN F. SHAW, JR., N. Y.  
ALBERT B. BARR, N. Y.  
F. J. McMANUS, N. Y.  
RICHARD L. BISHOP, N. Y.  
W. K. SCOTT, N. Y.  
THOMAS A. SWIFT, N. Y.

United States Senate  
COMMITTEE ON PUBLIC WORKS

June 21, 1956

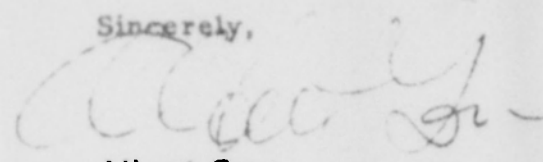
Mr. Dave Beck, Chairman  
Independent Advisory Committee  
The Trucking Industry, Inc.  
1000 Vermont Avenue, N.W.  
Washington 5, D.C.

Dear Mr. Beck:

I thank you very much for your recent telegram.

As you know, the conferees on the highway bill have agreed to accept the language in the Senate bill which referred to the weight and dimensions of motor vehicles using the Interstate Highway System. I hope the bill as agreed to by the conferees will be accepted by both Houses so that the program can get under way.

Sincerely,



Albert Gore.

AG:EP

ADMINISTRATIVE FILE

Highway Improvements  
Committee

X

# A TEN-YEAR NATIONAL HIGHWAY PROGRAM

*A Report to the President*

THE PRESIDENT'S ADVISORY COMMITTEE  
ON A NATIONAL HIGHWAY PROGRAM

*January 1955*

EXHIBITATIVE FILE  
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THE PRESIDENT'S ADVISORY COMMITTEE  
ON A NATIONAL HIGHWAY PROGRAM

January 1955

*Dear Mr. President:*

The plan submitted herewith, for modernizing America's road and street network was prepared in response to your request of September 7, 1954, to the Advisory Committee on a National Highway Program.

The Committee has received a great deal of factual data, documenting the urgent need to improve our highways as quickly as possible, to prevent tragic and costly accidents, to serve the national defense, and to provide facilities essential to our growing population and economy. As you stated to the Governors' Conference on July 12, 1954, through Vice President Nixon, our road network is inadequate and obsolete, and its improvement calls for immediate and earnest attention.

So far as availability of materials, contracting capacity, personnel, and administrative machinery are concerned, the doubling of our present road construction program, which the studies indicate as the magnitude of need, is entirely feasible. A difficult problem, of course, is finance, a responsibility shared by all levels of government. The Committee is confident that if the Federal Government, as proposed herein, increases its share of the total construction program to about 30 percent of the total, the States and local units of government also will correspondingly step up to this challenge.

The plan recommends authorization by the Congress of long-term financing, with existing Federal aid continued and additional funds concentrated for 10 years on modernizing the key 40,000-mile National System of Interstate Highways. It would, in effect, be a self-liquidating program since the funds to be capitalized would be equivalent to the revenues anticipated from Federal taxes on gasoline and lubricating oils. It will achieve our objective while entailing no increase in either the Federal tax rates on these items or the national debt limit.

Early in 1955 the Bureau of Public Roads, pursuant to a directive of the Congress, will submit a comprehensive report on its current study of highway needs and financing. The estimates used by this Committee have been based upon preliminary tabulations of data by the Bureau, and hence no major inconsistencies are anticipated.

Acknowledgment is made to the Governors' Conference, for counsel and suggestions; to the Inter-Agency Committee, reflecting the views of various Departments of the Federal Government, and to more than a score of organizations whose representatives gave useful information and assistance. The Committee's special thanks are due the Bureau of Public Roads, whose capable personnel and resources were indispensable, and to a small group of consultants who worked indefatigably in the preparation of this report.

Respectfully Submitted,

JACOB D. CLAY, *Chairman*  
STEPHEN D. BRIDGES  
DAVID BECK  
S. SLOAN COLT  
WILLIAM A. ROBERTS

THE PRESIDENT  
THE WHITE HOUSE



## Summary of Conclusions and Recommendations

1. A safe and efficient highway network is essential to America's military and civil defense, and to the economy. The existing system is inadequate for both current and future needs. It must be improved to meet urgent requirements of a growing population and an expanding economy.

2. Total construction needs of all highway systems during the next 10 years are estimated at \$101 billion, including completion to modern standards of the 37,000 miles of the presently designated National System of Interstate Highways. The present program if continued unchanged would make available for highways during that period approximately \$47 billion, leaving a gap of \$54 billion.

3. The Committee concurs with the Governors' Conference in recommending to the President that the Federal share of this needed construction program be increased to about 30 percent of the total, with States, cities, counties, and other agencies remaining responsible for financing the remaining 70 percent.

4. The interstate network is preponderantly national in scope and function. Modernization of the presently designated system in 10 years, together with the most necessary urban connecting arterials, is estimated to cost \$27 billion. It is recommended that State and local participation be \$2 billion of this amount, which would continue the present responsibility of the States for this system.

5. Since roads are a capital asset, it is recommended that the Federal share of interstate construction be financed by bonds to be issued by a Federal Highway Corporation created for this purpose by the Congress. The cost of the interstate system improvement, together with the total authorized funds under the regular Federal-aid highway program to the States, would approximate the revenues which the Federal Government will derive from the motor vehicle fuel and lubricating oil taxes projected at the present rates.

6. The Federal Highway Corporation should have a Board of Directors to be composed of three citizens appointed by the President and confirmed by the Senate with the Secretaries of Treasury and Commerce as ex officio members. On matters involving highway locations, the Secretary of Defense would also serve as an ex officio member. The Commissioner of the Bureau of Public Roads would serve as Executive Director. The Board of the Corporation should be responsible for the development of financial policy. It should serve when necessary as an Appeals Board to resolve major points of difference between the Federal and State authorities which may arise under the program.

7. Toll roads built to acceptable standards and meeting other requirements of the Corporation may be included as segments of the interstate system. However, toll financing is not a satisfactory solution to the full problem of network modernization.

8. Appropriate credit should be given to those States in which adequate sections of the interstate system have been constructed by State or toll financing provided the funds thus made available are used for further highway improvements. Moreover, States that elect to build further toll road sections of the interstate system should be reimbursed for all costs other than financing, provided such funds are used for further highway improvement. Obviously, these funds would become available only after all other Federal funds had been matched as required by law.

9. It is recommended that traditional Federal aid to the States be continued in the amounts authorized by the Congress in 1954 with some adjustments in the amounts for urban areas, and Federal domain roads, omitting the interstate system authorization since this system is provided for in sections 4 and 5 above.

10. In many States the modernization of highway enabling laws is necessary, especially in connection with the acquisition of land for right-of-way, the control of access, and the closer integration of State, city, and county highway managements. States should be encouraged to revise existing statutes where needed to permit expeditious and economical completion of the program. Congress should provide for the use of the Federal right of eminent domain to acquire right-of-way for the interstate system where it is not feasible to obtain it through normal procedures under State law, and the State so requests.

## I. Introduction

This report contains recommendations for translating into reality the concept of the President of the United States for a vastly expanded and strengthened national highway system.

The concept was first presented in behalf of President Eisenhower at the Governors' Conference on July 12, 1954, by Vice President Nixon. In that speech, using the President's own notes, he conveyed to the governors the conviction that the Nation's highway network is obsolete and inadequate.

"It is obsolete," the President's notes said, "because in large part it just happened. It was governed in the beginning by terrain, existing Indian trails, cattle trails, arbitrary section lines. It was designed largely for local movement at low speeds of 1 or 2 horsepower. It has been adjusted, it is true, at intervals to meet metropolitan traffic gluts, transcontinental movement and increased horsepower. But it has never been completely overhauled or planned to satisfy the needs 10 years ahead."

We can no longer afford to deal with the problem in that manner, the President pointed out.

"We live in a dramatic age of technical revolution through atomic power, and we should recognize the fact that the pace is far faster than the simpler revolutions of the past. It was a very long generation from the Watt steam engine to a practical locomotive. It was less than 9 years from the atomic bomb to the launching of an atomic-powered submarine. We have seen a revolutionary increase in opportunity, comfort, leisure, and productivity of the individual."

"Look at the prospects in population. In 1870, the population of the United States was 38½ million, and our population growth in the previous half century was one of the wonders of the world. In 1970, the population of the United States, it is estimated, will reach 200 million. It will grow in the next 10 years as much as the entire population of the United States was in 1870."

In planning for that future, the President's message pointed out, top priority must be given to transportation, and to health and efficiency in essential industries. "America is in an era," he said, "when defensive and productive strength requires the absolute best that we can have."

The President specifically called for "a grand plan for a properly articulated (highway) system that solves the problems of speedy, safe transcontinental travel—intercity transportation—access highways—and farm-to-farm movement—metropolitan area congestion—bottle-necks—and parking."

As a target, the President suggested an expenditure of \$5 billion annually from all sources for the next 10 years, in addition to current,

normal construction expenditures. "It will," he said, "pay off in economic growth \* \* \* and we shall only have made a good start in the highways the country will need for a population of 200 million people."

The President called attention to the severe penalties inflicted by inadequate roads and streets, particularly the loss of life and limb from accidents, the economic cost of congestion, and the clogging of our courts by cases having their origin in traffic.

#### APPOINTMENT OF COMMITTEES

In response to the invitation from the President to recommend co-operative action which might be taken to provide adequate highways, the governors by resolution authorized an immediate study and a report. A special seven-man Highway Committee was created, consisting of Governors Walter J. Kohler, Jr., of Wisconsin; Frank J. Lausche, of Ohio; Howard Pyle, of Arizona; John Lodge, of Connecticut; Lawrence W. Wetherby, of Kentucky; Paul Patterson, of Oregon; and Allan Shivers, of Texas. Governor Kohler was named Chairman of the Committee, and Governor Robert F. Kennon of Louisiana, Chairman of the Governors' Conference served automatically as an ex officio member.

An Interagency Committee within the Federal establishment also was set up to consider the matter from the standpoint of Federal interest in roads and their financing. This group included representatives appointed by the Secretaries of Defense, Commerce, Agriculture, and Treasury, the Director of the Bureau of the Budget and the Chairman of the Council of Economic Advisers.

On September 7, 1934, the appointment of the President's Advisory Committee on a National Highway Program was announced. This Committee is composed of Lucius D. Clay, Chairman of the Board, Continental Can Co., Chairman; Stephen D. Bechtel, of San Francisco, Calif., President, Bechtel Corp.; David Beck, of Seattle, Wash., President, International Brotherhood of Teamsters; S. Sloan Colt, of New York, President, Bankers' Trust Co.; and William A. Roberts, of Milwaukee, Wis., President, Allis Chalmers Manufacturing Co. The headquarters of this Committee were established in the White House Executive Office Building.

The Committee was requested by the President to study the problem and report back to him, working in cooperation with the Special Highway Committee of the Governors' Conference and with the Interagency Committee. To provide opportunity for all other interested individuals and groups to present their views, public hearings were held by the President's Advisory Committee in Washington, D. C., on October 7 and 8, at which 22 organizations associated with the highway problem made presentations with respect to financing and executing the proposed construction program.

#### HELP RECEIVED BY COMMITTEE

In reaching its conclusions and recommendations, the Committee has given full consideration to the several viewpoints expressed in these hearings. Helpful and constructive suggestions were received

from many other groups, including the Federal agencies represented on the Interagency Committee.

The governors responded promptly and wholeheartedly to the President's request for suggestions regarding the program, with the result that a special study was completed by their Highways Committee. A carefully considered plan was submitted to President Eisenhower on December 3, 1954, by Governor Kennon, of Louisiana, Chairman of the Governors' Conference. The Committee has drawn heavily upon this report by the governors, and upon their wise counsel, in the formulation of the program recommended herein.

The Committee has also drawn on the abundance of information and experience of the Federal Government departments and agencies and from private associations, organizations, State, city, and other units of government and individuals without whose help the Committee could not have accomplished its work.

Likewise, the Committee has sought out and been benefited by the able advice and counsel of members of the congressional committees and their staffs who have long been associated with legislation designed to provide a highway program adequate for our Nation's needs. Grateful acknowledgment must be made to these and others who have so capably and unselfishly aided the Committee's work.



## II. The Highway System

### USE OF OUR HIGHWAYS

Highway transportation in the United States is provided currently by approximately 45 million passenger cars, 10 million trucks, and a quarter of a million buses, operating on 3,348,000 miles of roads and streets, which is by far the most comprehensive public transportation network in the world.

All forms of transportation are essential to the national economy, including waterways, railroads, airways, and pipelines, and their continued functioning as complementary services under equitable competitive conditions is important. Representatives of the railroads have pointed out to us the competitive threat represented by improved highway facilities and increasing truck haulage. However, this Committee was created to consider the highway network, and other media of transportation do not fall within its province. This relationship between the several forms of transportation is under study by other Government agencies and special committees fully informed of these views.

In relatively recent years, the motor vehicle has come to occupy a unique place in America, not only because it is a major unit of transportation, but also because it is an intimate and seemingly indispensable part of our daily life. The breadwinner uses an automobile to get to work; the housewife to shop; children ride in a car or bus to school, and the entire family relies on the automobile for many social and recreational activities. Privately owned passenger cars now in service could transport the entire population of the Nation at one time—with seats to spare.

The universal use of rubber-tired vehicles for transportation on a family-unit basis has resulted in the creation of large manufacturing, distributing, and service industries. Highway transportation provides essential movement of people and goods; in addition, it has itself become a major element of the economy, generating directly or indirectly approximately one-seventh of all gainful employment, and accounting for about 14 percent of the total gross national product. One out of every six retail, wholesale, and service businesses is connected with motor vehicles.

About 2 million miles, or 50 percent of the total, of the public roads carrying this traffic are rural highways, with the balance being streets inside municipalities. These figures have remained comparatively stable over the last 2 decades, increasing now at a very slight rate, because most construction of "new" roads actually is the replacement or betterment of existing facilities. A highway-improvement program therefore is not designed to achieve "more" highways so much as it is to achieve "better" or "more adequate" ones.

#### HIGHWAYS DIVIDED INTO SYSTEMS

One of the principal characteristics of this road network is its classification into designated systems, for purposes of financing and management. Thus, we have Federal-aid, State, county, township, and other systems, classified in accordance with the responsibility which those political jurisdictions have in the highway function. A street or road providing access to individual homes or farms obviously is of predominant local interest, whereas one linking together the principal population centers of a State is primarily of State and Federal concern. Traffic tends to concentrate on rather limited mileages of highways, so that some of these highways are required to carry heavier volumes than others.

With agriculture, industry, and our defense planning closely geared to motor transportation, Congress has recognized the national interest in a limited mileage of the principal roads by authorizing the designation of two Federal-aid systems, selected cooperatively by the States, local governments, and the United States Bureau of Public Roads.

In 1916 the basic Federal-Aid Highway Act provided for the sharing of highway construction costs between the States and the Federal Government, under standards mutually approved, and with the initiative retained by each State for choosing projects and carrying them out. The planning and development of the Federal-aid systems referred to above began in 1921. Federal funds share with State funds in costs of engineering, construction, and right-of-way acquisition on the designated systems, while other charges, such as maintenance and policing, are entirely borne by the States and local agencies. It is proposed to continue this well-established and very effective partnership in the enlarged program recommended herein.

The Federal-aid primary system as of July 1, 1954, consisted of 234,407 miles, connecting all of the principal cities, county seats, ports, manufacturing areas, and other traffic generating areas. In general, these are at the same time the main State trunkline roads.

In 1944, the Congress approved designation of the Federal-aid secondary system, which on July 1, 1954, totaled 492,972 miles commonly referred to as the farm-to-market system but which could equally be referred to as the "market-to-farm" system. It is composed of important feeder roads linking the farms, factories, distribution outlets, and smaller communities of our nation with the primary system.

Responsibility for construction of these two Federal-aid systems traditionally has been shared in approximately equal amounts by the Federal Government and the States, in accordance with an apportionment formula in which land area, road mileage, and population are factors. But some sections of the primary system are more important than others, from the viewpoint of the national interest. Consequently, in 1944 the Congress authorized the selection of a special network, not to exceed 40,000 miles in length, which in the language of the act would be so located as "to connect by routes, as direct as practicable, the principal metropolitan areas, cities and industrial centers, to serve the national defense, and to connect at suitable border points with routes of continental importance in the Dominion of Canada and the Republic of Mexico."

HIGHWAYS DIVIDED INTO SYSTEMS

One of the principal characteristics of the road network in the United States is the division of highways into systems. This is done for the purpose of planning and development. The systems are divided into three main categories: Federal Aid Highways, State Highways, and Local Highways. Each system has its own set of rules and regulations governing its construction and maintenance. The Federal Aid Highway System is the largest and most important, followed by the State Highway System and the Local Highway System. The Federal Aid Highway System is further divided into two main categories: Interstate Highways and Other Federal Aid Highways. Interstate Highways are the most important and are built to the highest standards. Other Federal Aid Highways include U.S. Routes, State Routes, and County Routes. The State Highway System is divided into two main categories: State Routes and County Routes. The Local Highway System is the smallest and least important, but it is still an essential part of the road network. The division of highways into systems is a complex task that requires a great deal of planning and coordination. It is a task that is constantly evolving as the needs of the country change.

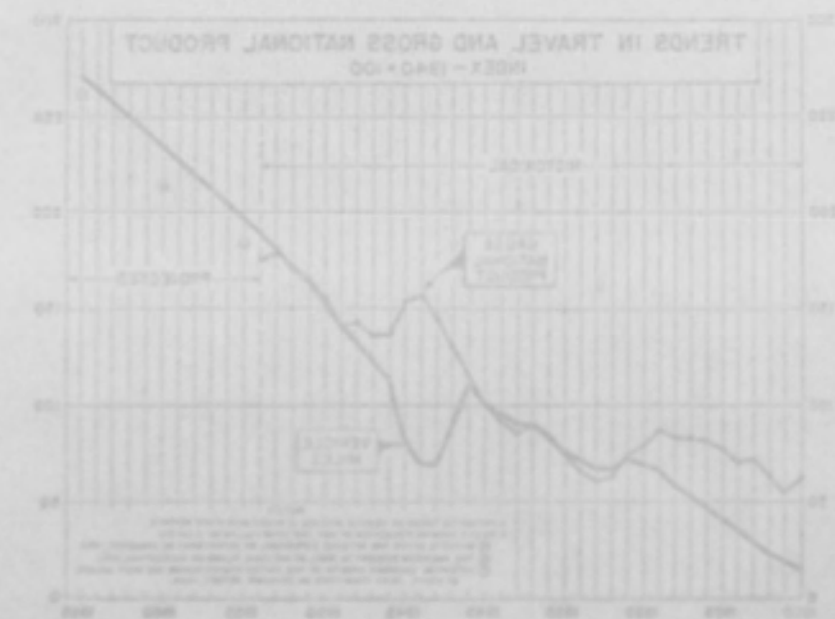


United States Federal Aid Highway System, June 30, 1953.

The result was the creation of the national system of interstate highways embracing about 1.2 percent of total road mileage, joining 42 State capital cities and 90 percent of all cities over 50,000 population. The interstate system carries more than a seventh of all traffic, one fifth of the rural traffic, serves 65 percent of the urban, and 45 percent of the rural population, and is the key network from the standpoint of Federal interest in productivity and national defense. Approximately 37,500 miles have been designated to date; the remaining 2,400 miles are reserved for future additions. This system and the mileage referred to are included within the Federal-aid primary system described above.

#### CIVIL DEFENSE ASPECTS

From the standpoint of civil defense, the capacity of the interstate highways to transport urban populations in an emergency is of utmost importance. Large-scale evacuation of cities would be needed in the event of A-bomb or H-bomb attack. The Federal Civil Defense Administrator has said the withdrawal task is the biggest problem ever faced in the world. It has been determined as a matter of Federal policy that at least 70 million people would have to be evacuated from target areas in case of threatened or actual enemy attack. No urban area in the country today has highway facilities equal to this task. The rapid improvement of the complete 40,000-mile interstate system, including the necessary urban connections thereto, is therefore vital as a civil-defense measure. Responsibility for selecting the highway facilities needed for this defensive action has been delegated by Executive order to the Bureau of Public Roads.



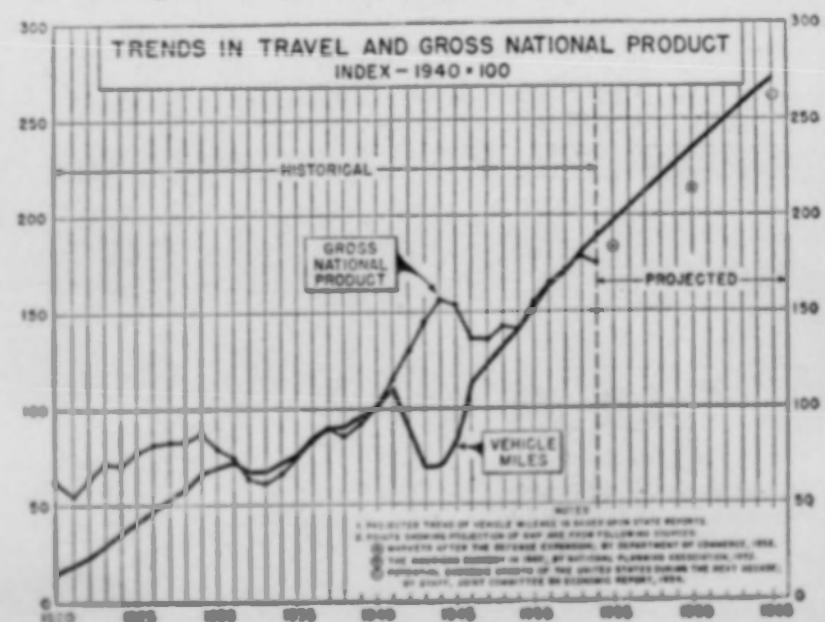
### III. Why the System is Inadequate

#### THE TRAFFIC JAM

Reduced to its simplest terms, the highway problem is this: Traffic has expanded sharply, without a corresponding expansion in capacity of roads and streets. As a result, a major portion of our facilities are seriously overcrowded. Moreover, this movement is faster and heavier than in previous years, and continues to increase.

Simple arithmetic illustrates the dimensions of the task. We now have more than 58 million motor vehicles registered; 1 for every 700 feet of every lane in both directions on all streets and highways in the Nation. This gigantic fleet traveled an estimated 557 billion vehicle miles in 1954, much of it concentrated on main arteries in urban areas which have become the expensive, hazardous bottlenecks referred to by the President.

The existing traffic jam is bad enough, but prospects for the future are even worse. Vehicle registrations are expected to continue their upward surge, reaching 81 million by 1965, an increase of 40 percent.





Total highway travel of these 81 million vehicles will likewise continue to increase as we attempt to meet the transportation requirements of an expanding economy, probably to reach an estimated 814 billion vehicle-miles in 1965.

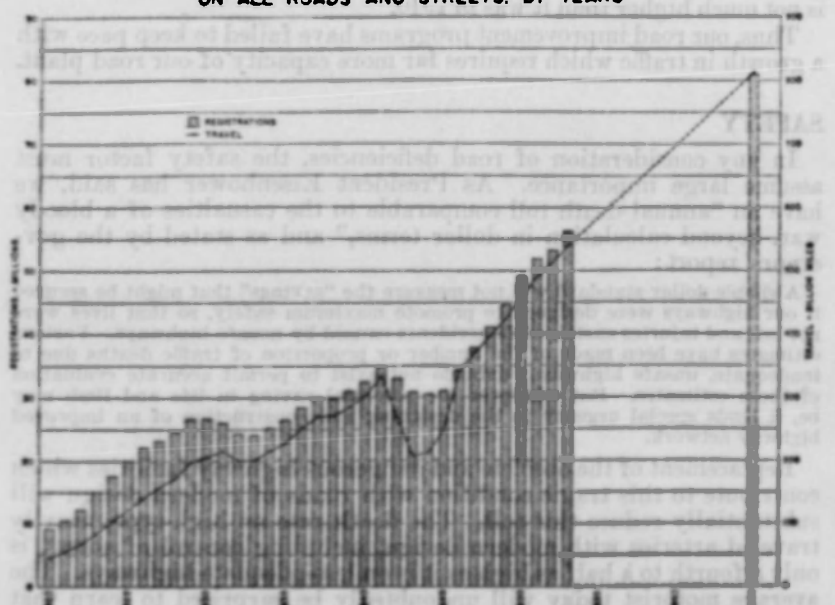
This Committee believes that these forecasts, carefully projected on the basis of all available data, are soundly conservative and represent the foundation upon which the Nation's highway improvement programs should be planned. Our population is expected to exceed 180 million by 1965. Our gross national product, which was about \$357 billion in 1954, is estimated to reach \$535 billion by 1965, an increase of almost 50 percent in the next decade, as recently reported by the Joint Congressional Committee on the Economic Report.

#### HIGHWAYS IN THE NATIONAL ECONOMY

The Governors' report to the President pointed up sharply the importance of highways to the Nation's future economy in these words: "An adequate highway system is vital to the continued expansion of the economy. The projected figures for gross national product will not be realized if our highway plant continues to deteriorate. The relationship is, of course, reciprocal; an adequate highway network will facilitate the expansion of the economy which, in turn, will facilitate the raising of revenues to finance the construction of highways."

Prewar, we did not hesitate to spend on the improvement of our highways - now ranging from 1.1 to 1.7 percent of our gross national product. Today, the need for further improvement is greater than

MOTOR-VEHICLE REGISTRATIONS AND MILES OF TRAVEL  
ON ALL ROADS AND STREETS. BY YEARS



ever. The sums needed to accelerate the program may seem high; they are not high in terms of what we have done in the past in relationship to our much larger and still growing gross national product.

The increasing use of our highways contributes materially to the growth of our national product, since industry and employment directly related to the highway transportation system and its byproducts account for about one-seventh of its total value.

Moreover, the improvement of our highway systems as recommended herein would reduce transportation costs to the public through reductions in vehicle operating costs competently estimated to average as much as a penny a mile. Based on present rates of travel, this saving alone would support the total cost of the accelerated program, it is further evidence of the desirability of undertaking highway improvement as a capital investment.

#### OUR HIGHWAYS DETERIORATE

Vehicle registrations and travel mileages, enormous though they have been, do not fully disclose the constantly increasing demands on our highways. Increased weight of vehicles, higher average speeds, heavier axle loads have caused a serious deterioration of inadequately designed highways.

The 4-year moratorium on construction imposed during World War II prevented both adequate maintenance and replacement, thus causing further deterioration.

The shrinkage in the purchasing power of the road dollar has also contributed to our present situation. While dollar expenditures for road construction have increased in approximately the same ratio that their purchasing power has declined, the actual level of construction is not much higher than it was in 1940.

Thus, our road improvement programs have failed to keep pace with a growth in traffic which requires far more capacity of our road plant.

#### SAFETY

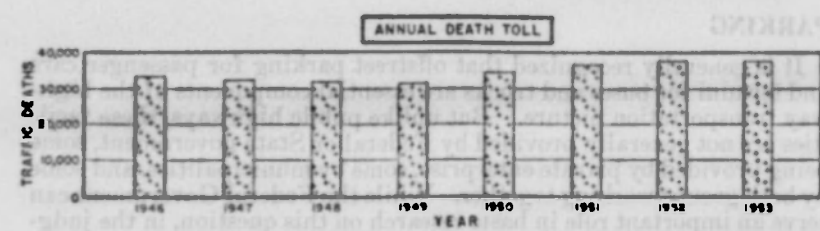
In any consideration of road deficiencies, the safety factor must assume large importance. As President Eisenhower has said, we have an "annual death toll comparable to the casualties of a bloody war, beyond calculation in dollar terms" and as stated by the governors' report:

A simple dollar standard will not measure the "savings" that might be secured if our highways were designed to promote maximum safety, so that lives were not lost and injuries sustained in accidents caused by unsafe highways. Various estimates have been made of the number or proportion of traffic deaths due to inadequate, unsafe highways; data do not exist to permit accurate evaluation of these estimates, but whatever the potential saving in life and limb may be, it lends special urgency to the continued and accelerated construction of an improved highway network.

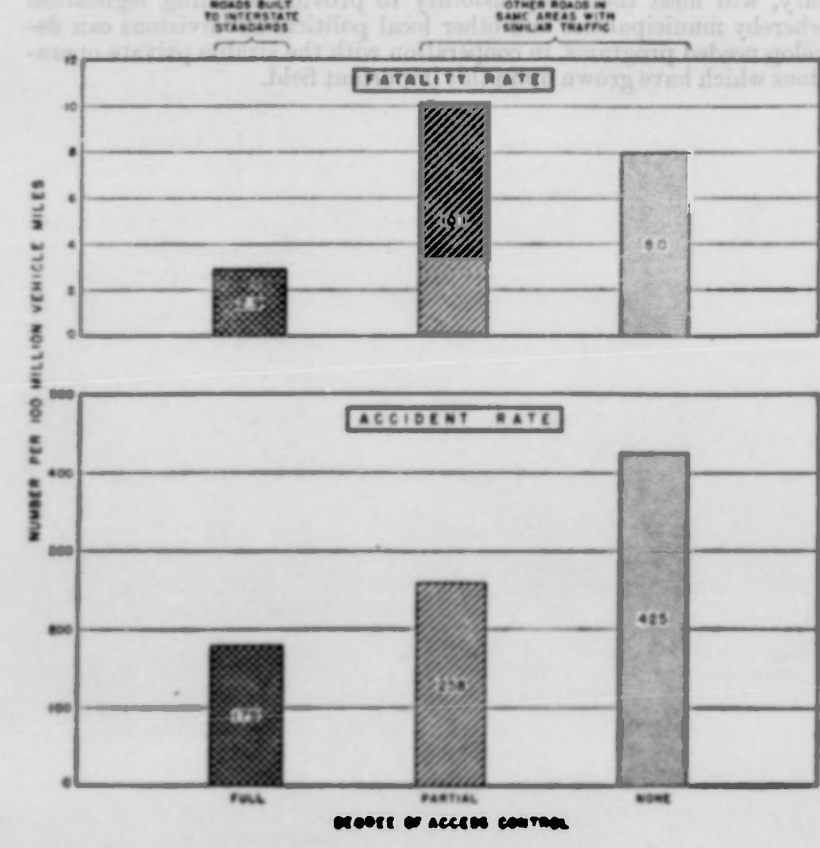
Replacement of the obsolete and dangerous highway facilities which contribute to this tragic condition with roads of modern design will substantially reduce this toll. The death rate on high-type, heavily traveled arteries with modern design, including control of access, is only a fourth to a half as high as it is on less adequate highways. The average motorist today will undoubtedly be surprised to learn that he pays considerably more for insurance to protect himself against

OUR FIRST PENALTY OF AN OBSOLETE HIGHWAY NET IS AN ANNUAL DEATH TOLL COMPARABLE TO THE CASUALTIES OF A BLOODY WAR BEYOND CALCULATION IN DOLLAR TERMS

VICE PRESIDENT ROSEN, LAKE GEORGE, 1964



EFFECT ON ACCIDENT RATES OF BUILDING ROADS TO INTERSTATE STANDARDS

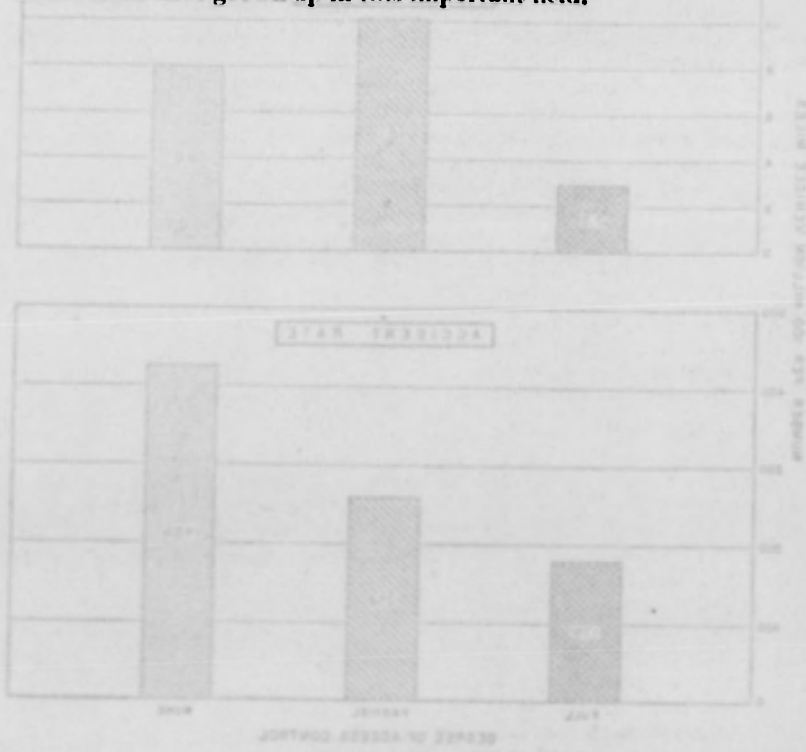


Deaths - 25 - 5

accident costs than he pays in State fuel tax and license fees which supply almost the entire financial support for the streets and highways over which he operates.

#### PARKING

It is generally recognized that offstreet parking for passenger cars and termini for buses and trucks are essential components of the highway transportation picture. But unlike public highways, these facilities are not generally provided by Federal or State government, some being provided by private enterprise, some by municipalities, and some by both groups working together. While the Federal Government can serve an important role in basic research on this question, in the judgment of this Committee, Federal funds should not be used for construction of offstreet parking facilities, or for the acquisition of land for such purposes. The Committee believes that progress in this field must continue without Federal funds, and that the States, where necessary, will meet their responsibility to provide enabling legislation whereby municipalities and other local political subdivisions can develop needed programs, in cooperation with the sizable private operations which have grown up in this important field.



#### IV. Cost of Modernization

##### HIGHWAY NEEDS STUDIES

The Congress in the 1954 Federal-Aid Highway Act directed the Secretary of Commerce to make a comprehensive study of all phases of highway financing, including a study of the costs of completing the several systems of highways, reporting to Congress not later than February 1955. The Bureau of Public Roads in the Department of Commerce made this study during 1954, in cooperation with the State highway departments and local units of government. It covered the estimated costs of completion of all roads and streets including toll roads, and is the most comprehensive study of its kind ever undertaken. The Committee has obtained the essential data on highway needs developed from this study.

To insure uniformity in the measurement of needs among the States, a manual was prepared by the Bureau which set forth the standards to be used in making the estimates of need. In the case of the interstate system, the estimates provided for building in 10 years, roads adequate for traffic of 1974, while for the other systems the estimates provided for the replacement or reconstruction of the portions that are now inadequate or are expected to become so during the 10-year period. The tabulated data thus obtained were provided to this Committee as preliminary totals. These studies are treated in much more detail in the Bureau's own report being sent to the Congress.

The estimates of the several States may vary, some tending to be lower in relation to actual needs, while others may be higher. The total estimates for the country as a whole, however, are the best available, and are accepted by the Committee as a measure of requirements. They establish the target for nationwide estimates of planning and financing; the actual expenditures for construction, of course, will be subject to the detailed specifications and other controls normally used.

Some of the individual States in recent years have undertaken special studies to measure their future needs in terms of the anticipated demands of traffic, and the results of these studies tend to substantiate the fundamental validity of the nationwide estimates referred to above which have been furnished to the Committee. None of these studies would have been possible without the vast storehouse of data accumulated and analyzed through the continuing highway planning surveys conducted over the last 2 decades by the State highway departments in cooperation with the United States Bureau of Public Roads.

The estimates of need show that a 10-year construction program to modernize all of our roads and streets will require expenditures of \$101 billion. This figure cannot properly be compared with any previous estimate of the Nation's road needs because none has ever before been made on the same basis. Earlier estimates producing figures of about



half the present amount were based on traffic conditions and road deficiencies which existed at the time of the studies. In this latest survey, however, traffic volumes expected to be reached in 10 to 20 years from completion of the systems have been used producing a much more realistic determination of the requirements to be met during the reasonable life of the improvement. For example, an estimate made for the interstate system in 1948 without any regard for the future requirements caused by further growth already is obsolete because of a 40-percent increase in travel since that time.

The preliminary 10 year totals of needs by road systems are:

	Billions
Interstate system (urban 11, rural 12 billions).....	23
Federal-aid primary (urban 10, rural 20 billions).....	30
Federal-aid secondary (rural).....	15
Subtotal, Federal-aid systems (urban 21, rural 42).....	68
Other roads and streets (urban 16, rural 17).....	33
Total of needs (urban 37, rural 64 billions).....	101

#### CONTROLLED ACCESS HIGHWAYS

The interstate system which carries the top national economic and defense priority is planned for completion in 10 years. One of its principal features is provision for adequate right-of-way to permit control of access to the highway itself. Otherwise, experience shows that the facility becomes prematurely obsolete due to developments crowding against the roadway which made it unfit for the purposes for which it was designed. Control of access to the degree required by traffic conditions is essential to the protection of life and property. It is also essential to preserve the capacity of the highway. So far as the investment of funds in major roads is concerned, provision for control of access to the extent required by traffic is fundamental. It assures that roads financed by the sale of bonds will still be serving efficiently when the bonds mature at a future date. Even though control of access may not be essential to a particular section of road at the time of construction, provision should be made for future control, when it becomes necessary.

Present highway inadequacy results in part from the need to replace highways which have become unsafe and limited in capacity because of unlimited and uncontrolled access. We must not repeat such costly mistakes in the large investments which must be made now.

State highway departments cannot meet the need for this type of facility. At the current rate of improvement, the interstate network would not reach even a tolerable level of efficiency in half a century. It is clearly necessary in the national interest to accelerate the program.

Under the standards used in developing the program, approximately 1,000 miles of the interstate system when completed to 1954 standards would remain 2-lane highways, but large sections would become 4- and in some cases 6- and 8-lane facilities to meet anticipated traffic volumes.

Additional grade separation structures also will be required at many points on the system to carry intersecting routes over or under the main route, and traffic will be brought onto and taken off the highway at selected points with maximum safety. The capacity of the road

will thus be permanently preserved, and where necessary, adjacent service roads will be built to serve local traffic needs. The preliminary estimated cost of modernizing the presently designated interstate mileage on this basis in 10 years is \$23 billion.

In constructing a controlled access system, care must be exercised to insure that traditional free enterprise is promoted and that no monopolistic tendencies develop in the provision of needed facilities to service the highway user with food, lodging, vehicle fuel, and similar needs. This is a problem which requires careful thought and planning not only by Federal and State Governments but also by private industry serving the highways so that equitable plans may be developed taking local requirements into account.

On a considerable portion of the interstate network (especially in urban and suburban areas) it will be more economical to relocate than to acquire the additional land necessary to permit control of access. Realignment of the highway to eliminate sharp curves will be required in some sections and changes in location to reduce mileage between terminal points will be required in others.

#### TOLL ROADS ON INTERSTATE SYSTEM

Some States have utilized the toll method of financing to provide adequate sections on the interstate system. Therefore, our Committee has given careful consideration to this method of financing. As of December 1, 1954, seven States have 288 miles of toll roads in operation which parallel or coincide with the interstate system. The estimated construction cost of these toll roads was \$1.1 billion. Another 1,200 miles presently under construction or financed also coincide with the interstate system. These routes, to cost \$1.9 billion upon completion, lie in 9 States, 4 of which have toll roads already in operation.

Agencies have been set up in 17 States and authorized to study and plan nearly 4,000 more miles of toll roads which would coincide with the interstate system. Estimated cost of these authorized toll routes is put at \$4.3 billion. However, recent studies disclosed that of the 4,000 miles, at least 914 miles, costing \$191 million, do not appear economically feasible.

Thirteen States have proposed, but not yet authorized, another 3,500 miles of toll roads which would coincide with the interstate system. Available estimates set the cost of these proposals at \$2.6 billion. Investigations to date on a portion of the 3,500 miles proposed have disclosed that at least 240 miles, costing \$29 million, would not be financially feasible.

In summary, 5,212 miles of toll roads in operation, under construction, financed or authorized, either parallel or coincide with the interstate system in 23 States. This mileage does not include those proposed projects found not to be feasible. Additional proposals in three States and in five more States, excluding projects found economically unfavorable, bring the total of present and potential toll routes coinciding with the interstate system to 8,221 miles.

Thus, it seems clear that while toll financing on a sound financial basis can meet the needs of a limited portion of the system, it cannot support the cost for the system as a whole. It is obvious, of course, that existing toll roads must be protected in their appeal to traffic.

However, our Committee feels strongly that the Federal Government should not enter into toll-road construction nor provide funds for deficit financing of otherwise non-self-supporting projects. It feels equally strongly that this is a question to be resolved by State governments. Since the national interest is an adequate highway system, sound toll projects which fit into the system are worthy of consideration by the States, as discussed later in the report.

The Committee believes that major structures such as bridges and tunnels should be financed from tolls to the extent feasible financially. It would leave this determination to the judgments of the States as approved by the Federal Highway Corporation. It does not recommend credit being given for the cost of such structures financed by separate toll charges as compared with lesser structures considered and financed as integral parts of the highway.

About half of the States have provided for meeting their interstate system needs through construction of expressways and freeways of design standards equaling or exceeding those of the toll-financed roads, without imposition of tolls, paying for the facilities from current revenues or bond issues of the State amortized principally from gasoline taxes and license fees. The amount of progress made by this method is about the same as through tolls.

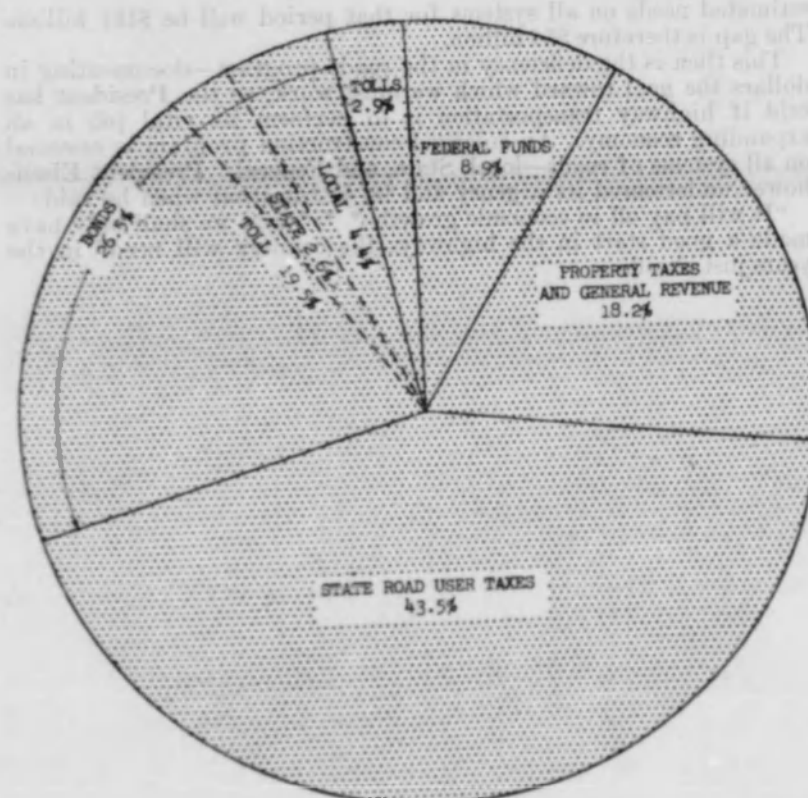
However, neither State nor toll-road financing separately or jointly will suffice to finance the interstate system as it should be constructed and therefore the requisite funds must be found elsewhere.

#### ADDITIONAL URBAN FEEDER ROUTES NEEDED

Further to render the interstate system fully effective, it must be tied in much more closely with existing roads in congested areas. This will require provision for the major feeder and distribution routes which at present are not included within any of the Federal aid systems. Since complete data were not available from the Bureau of Public Roads on this particular point from the current needs study, the Committee arranged for special examination of this feature in several representative metropolitan communities, including a review of cost estimates involved. The examination disclosed that a desirable improvement program for the interstate network should include certain of these urban arterials. Accordingly, the Committee in its appraisal of needs has included \$4 billion as an amount to be assigned for this work over a 10-year period. This is intended to provide only for the most important connecting roads and is not intended to meet the total needs in this category.

#### FEDERAL DOMAIN ROADS

The Federal Government has the primary, and in many cases, the sole responsibility for building roads to cross or provide access to Federally owned land, the area of which aggregates more than one-fifth of the Nation's total area. In a few cases, States have themselves provided funds to improve their connections across Federal land areas in order to furnish continuity for one of their own main routes. In the case of roads for highways to be financed from Federal funds, it is necessary therefore to include the cost of such roads when planning Federal domain.



SOURCES OF FUNDS FOR HIGHWAYS - 1954

These roads are located in the National Forests and Parks, Indian Reservations, National Monuments, and other public lands. While the majority of these road needs are in the Western States, there are also such areas in most of the 48 States, Alaska, Puerto Rico, Hawaii, and the District of Columbia. Many of these roads provide access within our national recreational areas, and serve to generate a considerable portion of the vehicle travel mileages on which Federal and State fuel tax revenues are dependent.

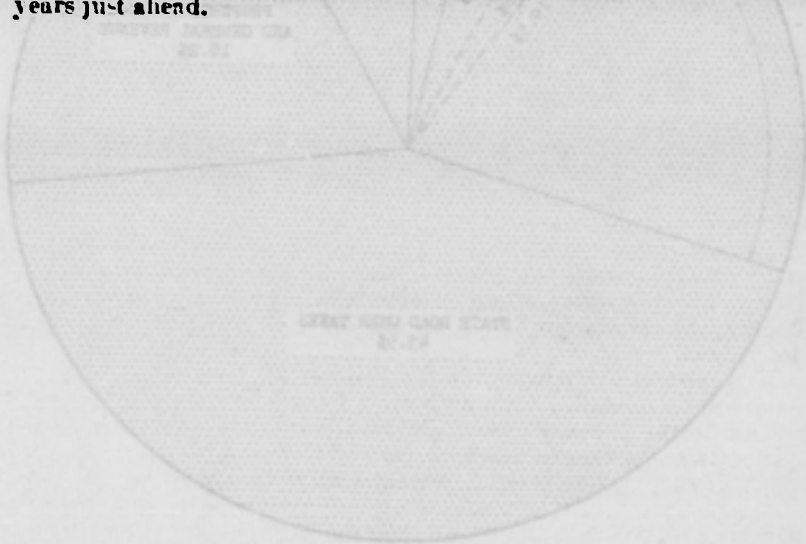
#### SIZE OF PROGRAM REQUIRED

To what extent will the highway needs of the country—Federal, State, and local—be met if the present program is continued? Allowing for anticipated growth in vehicle registration and usage, the existing tax structure and other highway revenue sources, there would be available for construction during the next 10 years a total of \$47 billion. As indicated in the tabulation on page 32, the total

estimated needs on all systems for that period will be \$101 billion. The gap is therefore \$34 billion.

This then is the deficiency in the roads program—documenting in dollars the goal toward which we must work, as the President has said if highway transportation is to perform its vital job in an expanding economy. An enlarged construction program is essential on all systems of roads—local, State, and Federal. President Eisenhower underscored its urgency and its justification when he said:

"It will pay off in economic growth \* \* \* and we shall only have made a good start in the highways the country will need" in the years just ahead.



#### SOURCES OF FUNDS FOR HIGHWAYS - 1954

These funds are located in the National Highway and Public Works Administration, National Motor Vehicle and Motor Vehicle Insurance, and the Federal Highway Administration. The National Highway and Public Works Administration is the largest source of funds for the Federal Highway Administration. The National Motor Vehicle and Motor Vehicle Insurance is the second largest source of funds for the Federal Highway Administration. The Federal Highway Administration is the third largest source of funds for the Federal Highway Administration.

#### SIZE OF PROGRAM REQUIRED

To what extent will the highway needs of the country be met? At present, the Federal Highway Administration is authorized to spend \$1.5 billion annually for the Federal Highway Administration. This amount is insufficient to meet the needs of the country. The Federal Highway Administration needs an additional \$34 billion annually to meet the needs of the country.



## V. A Financing Program

### THE FEDERAL SHARE

The responsibility for financing road and street construction in the United States is shared by Federal, State, and local governments, with the States and local governments assuming the major portion. If the recommendations of this Committee are accepted, the Federal portion of the cost for this \$101 billion of needed highways would be about 30 percent of the total, leaving to State and local units of government the responsibility to finance the remaining 70 percent.

The additional responsibility accepted by the Federal Government in this program is for the development of the interstate system together with its essential urban arterial connections. The existing Federal interest in our 42,150-mile network of highways remains unchanged.

This interest as expressed in the Federal Highway Act of 1916 in its presently amended form authorizes Federal contributions of \$345 million to the primary system, \$210 million to the secondary system and certain amounts to urban routes and to routes on public lands.

The Committee believes these contributions are essential to a balanced program. The funds now authorized for urban routes could be reduced to \$75 million per year, because much of the work to be done with these funds as previously authorized is within the interstate system. Forest Highway funds in the amount of \$22.5 million per year should be continued.

The amount of the continuing annual Federal-aid program over and above the requirements of the Interstate System which we recommend is tabulated herewith:

	Million
Federal-aid primary system	\$345
Federal-aid secondary system	210
Urban extensions of these two Federal-aid systems (see note on the Interstate system)	75
Forest highway system	22.5
Total	\$622.5

Specifically, we recommend:

1. That the Federal Government assume primary responsibility for the cost of a modern interstate network to be completed by 1964 to include the most essential urban arterial connections; at an annual average cost of \$2.5 billion for the 10-year period.
2. That Federal contributions to primary and secondary road systems be continued at the rates authorized by the 1954 act; approximately \$622.5 million annually.
3. That Federal funds continue to be made available at approximately the present rate of expenditure for those portions of the



STATUS OF IMPROVEMENT, 1965

2-LANE  
3-LANE AND OVER  
ROADS UNDER CONSTRUCTION OR PLANNED

Federal-aid primary and secondary systems in urban areas not on the interstate system: approximately \$15 million annually.

4. That Federal funds for forest highways be continued, at the present \$22.5 million per year rate. Funds for improvement of the other public land roads within the public domain should be contained in the budgets of the Federal agencies responsible for the administration of these lands as mentioned above but with the funds themselves transferred to the Bureau of Public Roads for expenditure as done at present. These funds presently are at the rate of \$58.5 million annually.

Proposed 10-year national highway program financing 1951-60

System	Estimated 10-year needs (billions)—rural urban total		Proposed financial responsibility			
			Federal share (billions)	Let the States build (billions)	State and local share (billions)	Total (billions)
Interstate	712	611	356	255	100	711
Federal-aid primary	35	30	17.5	17.5	35	70
Federal-aid secondary	15	12	7.5	7.5	15	30
Federal-aid urban	10	10	5	5	10	20
Forest highways	Included	Included	22.5	22.5	0	45
Subtotal	772	663	396.5	307.5	150	854
Federal system	687	581	339	237.5	100	676.5
Other rural roads	17	12	8.5	8.5	17	34
Other city roads	13	10	6.5	6.5	13	26
Total—all systems	802	693	430	352.5	130	912.5

\* Reduced by 0.75 billion and 0.25 billion taken up by Federal to Urban and forest highway funds.

#### STATE AND LOCAL PARTICIPATION

The Committee is of the view that the traditional requirement for local financial participation is sound and should continue. It was pleased to find that the Governors' Conference was of the same view. The Committee recommends no change in the matching requirement as presently fixed except for the interstate system and the connecting routes included in the \$27 billion program. In the accelerated program, the States would be expected to contribute annually the amount they are required to contribute now to obtain funds from the \$175,000,000 made available to the interstate system by the Federal Government. The cities would be expected to participate to the same degree. This would make the cost of the 10-year program to the Federal Government about \$25 billion.

#### PURCHASE OF EQUITY INTEREST IN EXISTING ROADS

Some States have already constructed sections of the interstate system to the required standards with either State or toll financing and others are proceeding along similar lines. Such construction should not be discouraged by this report since our goal is maximum highway

improvement. Those States in which sections of the interstate system have been provided to meet the presently established standards for the completed system should receive appropriate credit, provided such funds are used to improve other roads on established Federal-aid systems or as may be approved by the Federal Government and all other Federal funds for highway purposes have been matched as required. No funds should be made available as a credit for toll roads unless the returns from tolls above financing requirements are used exclusively for road construction as contemplated above.

To limit the Federal liability, credit for roads built between 1947 and 1951 should be limited not only to those sections fully meeting the new standards but also to a maximum of 40 percent of costs other than financing. The credit for those roads completed prior to the calendar year 1955 should be limited to 70 percent of such costs. In no instance, would credit be given for Federal funds expended on the road or for toll roads, in excess of remaining amortization. Roads built at a later date should be credited at full cost.

The funds thus made available to the States will not only encourage matching of available funds but will also make possible accelerated improvement of primary, secondary and other roads, and will encourage local financing of interstate mileage to make funds available for other roads without increasing total Federal responsibility. They will be paid to the States only as required to meet the costs of projects approved for construction and, it thus appears would provide a major incentive to the highway improvement program as a whole.

#### A FEDERAL HIGHWAY CORPORATION

The Committee finds it feasible to finance the needed improvements on the interstate network through a capitalization of appropriated funds in accordance with accepted financial principles, creating for this purpose a Federal Highway Corporation as an independent agency of the Government.

In the expenditure of funds provided for the interstate system, the Committee recommends that Congress provide legislation to guide the Corporation in allocating such funds in a manner which would reflect the needs of the system in the respective States as jointly determined by the Commissioner of Public Roads and the States, and finally certified by the Commissioner of Public Roads.

To accomplish its purpose, the Federal Highway Corporation should be empowered by the Congress among other things to issue bonds and utilize the proceeds therefrom for the following purposes:

1. For payments by the Corporation to the States of the cost of constructing projects on the interstate system and approved arterial connecting routes in urban areas; or payments of the cost of such projects undertaken by the Federal Government in the Federal domain;

2. To establish an appropriate credit to a State which has built subsequent to the date of designation of the interstate system or does build within the period 1955-64 with State funds, or funds of an agency under State highway department control, sections of the interstate system, toll or nontoll, in conformance with the prescribed design standards and other requirements which may be established by the Congress and the Corporation;

3. For necessary costs of administration, research, planning, and other purposes as authorized by the Congress;

4. To establish an advance revolving fund, if requested by any State highway department, to enable it to prosecute the program pending receipt of any payments described above.

Consideration might be given to authorizing the Corporation at the request of a State to receive funds to be made available annually by the State to extend its bond issue thus capitalizing for the State its proposed annual expenditures on the interstate system. This might be helpful in those States with income insufficient to meet their matching requirements. It would require agreement as to rate of interest, security, and charges made by the Corporation for this service. Such agreement should be made only with the approval of the Treasury and then only if possible without affecting the marketability and cost of the bond issue.

#### BOND ISSUES

The Corporation should be authorized to issue bonds, in an amount sufficient to meet its share of the costs to complete the interstate system during a construction period of 10 years, with maturity schedules, interest rates and other conditions determined by the Corporation with the approval of the Secretary of the Treasury. Similar authority would extend to issuance of other bonds under one of the State participating proposals referred to above. The bonds would be fully taxable.

The obligations of the Federal Highway Corporation issued for interstate system improvements should be secured by a contract between the Corporation and the Treasury Department under the terms of which it should be provided that the Corporation will receive certain specified amounts annually as authorized by the Congress, always sufficient to meet its obligations. It is estimated that these amounts plus those proposed herein for continued allocations to the other Federal-aid highway programs, will be approximately equivalent to that portion of the receipts from Federal taxes on gasoline and lubricating oils.

These and other moneys received by the Corporation would be pledged in the first instance for payment of the interest and principal on any obligations issued by the Corporation. All balances remaining after the payment of debt service would be used solely, apart from setting up such operating reserve as may seem desirable, for improving the interstate highway system, the approved urban feeders and other purposes described above.

The Corporation should have a mandatory call on the United States Treasury for loans up to some agreed total, possibly \$5 billion outstanding at any given time, in order to assure investors of ability to meet obligations when due through borrowing temporarily from the Treasury, if ever necessary.

In order to broaden the market for the bonds of the Corporation, the enabling act should permit commercial banks to underwrite and deal in its securities in the same manner as those of the farm credit agencies and the International Bank for Reconstruction and Development. This would provide the widest possible trading as well as investment interest.

#### ANNUAL COSTS OF THE PROGRAM

A table on the following page illustrates a possible schedule of annual debt service requirements. This indicates that the cost of the recommended program is offset by the anticipated growth in a single revenue source without an increase in present rates (January 1955) and without the need to reduce the continuing Federal-aid program for other roads. It is not recommended that the tax received from any source be earmarked or linked to the amount of construction program. However, the table does show that the proposed additional program could be paid for with the anticipated increase in revenue from the established gasoline tax. Thus the program creates no demand for further taxation for its accomplishment.

The general outline of this program has been discussed with Treasury Department representatives, the Council of Economic Advisors, Department of Commerce, and Department of Defense as well as with State and municipal representatives who have indicated in a general way their acceptance of the program. Banking and investment bankers experts have approved the proposed financing as feasible.

In estimating the value of the project the Committee has made no attempt to evaluate possible revenue from rentals to concessionaires serving the traveling public nor has it attempted to estimate the additional tax revenue which will result from the creation of new values in real property resulting from the improvement.

**FINANCIAL PLAN FOR HIGHWAY PROGRAM**  
*Excess Federal gasoline tax over \$0.23 million annually available for highway program*  
 (In million dollars)

Year	Estimated Federal tax less \$0.23 million	Construction expenditures			Plan 1 matur. P.M.S. (1940-41)	Annual debt service			Annual balance
		Total	From revenues	From bond proceeds		Interest	Principal	Total	
1956	822	\$1,090	\$790	\$300	11	814	815	827	827
1957	822	1,090	800	290	13	814	88	902	79
1958	821	1,090	800	290	15	814	88	902	21
1959	820	1,090	800	290	17	817	117	934	65
1960	804	1,090	800	290	19	813	183	996	76
1961	788	1,090	800	290	20	814	214	1,028	85
1962	777	1,090	800	290	21	827	227	1,054	8
1963	818	1,090	800	290	21	829	289	1,118	34
1964	800	1,090	800	290	22	874	274	1,148	30
1965	800	1,090	800	290	22	843	343	1,186	None
1966	803	1,090	800	290	22	857	387	1,244	285
1967	803	1,090	800	290	22	857	387	1,244	212
1968	1,008	1,090	800	290	22	857	407	1,264	284
1969	1,008	1,090	800	290	22	857	407	1,264	1,115
1970	1,008	1,090	800	290	22	857	407	1,264	1,122
1971	1,008	1,090	800	290	22	857	407	1,264	716
1972	1,008	1,090	800	290	22	857	407	1,264	1,386
1973	1,008	1,090	800	290	22	857	407	1,264	1,111
1974	1,008	1,090	800	290	22	857	407	1,264	876
1975	1,008	1,090	800	290	22	857	407	1,264	1,052
1976	1,008	1,090	800	290	22	857	407	1,264	931
1977	1,008	1,090	800	290	22	857	407	1,264	1,198
1978	1,008	1,090	800	290	22	857	407	1,264	2,305
1979	1,008	1,090	800	290	22	857	407	1,264	867
1980	1,008	1,090	800	290	22	857	407	1,264	1,122
1981	1,008	1,090	800	290	22	857	407	1,264	1,252
1982	1,008	1,090	800	290	22	857	407	1,264	1,386
1983	1,008	1,090	800	290	22	857	407	1,264	1,188
1984	1,008	1,090	800	290	22	857	407	1,264	90
1985	1,008	1,090	800	290	22	857	407	1,264	1,072
1986	1,008	1,090	800	290	22	857	407	1,264	284
1987	1,008	1,090	800	290	22	857	407	1,264	87
Total	25,118	25,090	4,762	20,328	11,548	20,235	31,783		

1. Motor fuel and lubricating oil taxes levied by Federal Government—estimated by Bureau of Public Roads.

Estimated all expenditures of Federal Government for highway construction and maintenance in the United States for the years 1956 through 1987. The expenditures are estimated on the basis of the Federal Highway Administration's estimates of the amount of Federal funds available for highway construction and maintenance in each year. The expenditures are estimated on the basis of the Federal Highway Administration's estimates of the amount of Federal funds available for highway construction and maintenance in each year. The expenditures are estimated on the basis of the Federal Highway Administration's estimates of the amount of Federal funds available for highway construction and maintenance in each year.



## VI. Efficient Administration

### ORGANIZATION FOR ADMINISTRATION

The size of this construction program makes its efficient administration most important. Fortunately, the existing Federal-State partnership in this field has demonstrated its effectiveness over 4 decades. It should be retained and fully utilized with care taken to avoid establishment of any unnecessary new agencies.

However, a new agency must be established to exercise the proposed financial authority as previously set forth. It should be small in size with its administrative functions exercised by existing agencies. The committee recommends that the Federal Highway Corporation should consist only of a board of directors with secretarial assistants. Three members-at-large would be appointed by the President and confirmed by the Senate, while the Secretary of the Treasury and the Secretary of Commerce would be ex officio members. On problems of location, the Secretary of Defense would also serve as an ex officio member.

The terms of office of the three appointed members should be staggered over 3 years or some reasonably similar period of time to insure maximum continuity of management for the Corporation. The public members might initially have 1-, 3-, and 5-year terms and be eligible for reappointment. The chairman of this group should be designated by the President, with the chairman alone drawing an annual salary and expected to devote full time to the task. The other two members should draw appropriate per diem and allowances only when serving on the Corporation's business. The Corporation should have legal corporate status for the issuance and management of its bonds and other financial instruments, and the usual powers necessary for the transaction of business as a corporate body. It should be responsible to the President and required to submit annual reports of its transactions to the President for transmittal to the Congress. The Secretary of the Treasury would designate the Treasurer of the Corporation to be established within the Treasury Department and authorized to utilize such Treasury Department personnel as the board found necessary to properly perform its financial responsibilities, charging the costs thereof to the Corporation.

While the board's functions would be principally of a financial management nature, it would also serve when needed as an appeals board in hearing and deciding, in an administrative as distinguished from a judicial capacity, any major questions which arise between the Bureau of Public Roads and other parties in the execution of this program. This group should have no other management functions in administering the program except those here described. All other responsibilities of management should be vested in the Commissioner of Public Roads, whose present authority should be amended as may be needed to administer the additional responsibilities required by this program. The board should have as much latitude as possible in

approving agreements with the several States and in resolving differences between the States and the Bureau of Public Roads, bearing in view its purpose to provide a maximum highway program with the total available funds.

Staffing for the Corporation (other than secretarial assistants) would be provided by the Bureau of Public Roads and the Treasury Department. The Bureau of Public Roads would continue to perform all of its presently authorized duties including those in connection with the continuing Federal-aid highway program. The Commissioner of the Bureau of Public Roads would serve as Executive Director of the Corporation in addition to his usual duties as Commissioner of Public Roads.

#### ADMINISTRATIVE PROBLEMS OF THE PROGRAM

Consideration has been given to certain administrative problems which will arise when a program of this magnitude is undertaken, and while some are difficult, the Committee is convinced they can be satisfactorily met.

Probably the most serious initial obstacle to execution of this program is a shortage of highway engineers and technical personnel. Completion of the interstate system program in 10 years would entail considerable expansion of the workload. A canvass made through the Highway Research Board of the National Academy of Sciences and the American Association of State Highway Officials, whose opinions in this field the Committee accepts as competent, indicates, however, that the shortage can be met by cooperative effort on the part of highway agencies, particularly if the several States utilize the private engineering organizations capable of providing sound engineering in this field. Simplified procedures and standardization of specifications possible on a long-range program should be encouraged to reduce the engineering requirements.

#### IMPORTANT TO EXPAND HIGHWAY RESEARCH

An essential part to any large construction program is continuing and adequate research. Therefore, the Committee urges that the present research program be continued and enlarged to insure that the latest thinking of the engineer, the scientist, and the administrator be available to the program, thus insuring economic and efficient accomplishment.

#### MATERIALS AND CONTRACTORS ARE ADEQUATE

While a construction program of this size would impose an additional and heavy load upon the contracting, road equipment, and highway materials industries, surveys made for this Committee by the American Road Builders' Association and the Associated General Contractors of America give assurance that the program is feasible. A substantial enlargement of the current construction program in the highway field can be achieved by highway contractors without difficulty. Since several years are required for the construction program to reach its peak level, ample time exists for the training of equipment operators and other necessary skilled workers. These conclusions are substantiated by an earlier and independent finding of the American Association of State Highway Officials. During World War II,

the American contracting industry demonstrated its ability to meet successfully a challenging program of this magnitude.

Information furnished by the Bureau of Mines as to the outlook for increased availability of cement, aggregates, and petroleum products indicates that no critical bottlenecks are foreseen once a construction program of definite size and duration is authorized. Other key materials are expected to be available in ample quantities as determined from studies made by the Bureau of Public Roads.

#### SOME LEGISLATION NEEDED

A study made for the Committee by the Highway Research Board shows that in many States important revisions of enabling legislation governing the financing and construction of State highways will be needed for efficient execution of the program. This modernization of statutes is essential to success of the program, especially in three areas:

1. In the advance acquisition of land necessary for right-of-way.
2. In the control of access, which as was pointed out earlier in this report is fundamental to the development of the interstate system as contemplated.

3. In the integration through cooperative working agreements of State, city, and county agencies concerned with street and highway research, planning, and construction.

The expeditious purchase of land needed for right-of-way is particularly important from the standpoint of cost. Inadequate State laws in this regard could be serious obstacles to the program. Likewise the lack of adequate laws to control access in some States could nullify the program. It must be expected that legislatures in those States requiring modifications of their statutes will take prompt action to remedy the situation.

It is recommended also that for the early improvement of the interstate system and its connecting urban arterials, provision be made by the Congress for exercise of the Federal right of eminent domain in cases where this is necessary, and is requested by the State, similar to that authority now contained in the Federal-aid Highway Act as related to the program of access roads for the national defense.

The various agencies concerned with highway administrative research should concentrate early effort to development of the needed legislation whereby States and other agencies may jointly participate in the most effective manner in building the needed highway improvements being recommended herein. It might be pointed out that failure to do this may seriously delay and jeopardize a State opportunity to receive the very substantial Federal aid proposed herein for projects on the interstate system.

Utilities and other interested parties appeared before the Committee to point out the huge costs which they would face in the relocation of utilities in the event the program is adopted. They urge that the Federal Government bear the cost of such relocation. Present estimates include only those right-of-way costs which must be assumed under the laws of the several States and do not contain funds for this purpose. The Committee has not revised these estimates to meet the views thus presented nor does it make any specific recommendation in this proposal which is, of course, far reaching in its effects. It is understood that it is a broad policy matter already receiving the attention and consideration of the Congress.

## VII. Conclusion

The Committee in arriving at its conclusions has sought the views and recommendations of many representative agencies in our economy, of Federal and local government, and of individuals with outstanding experience in highway development. It has found a preponderant opinion that our present highway system is inadequate for existing traffic, that improvements are not keeping pace with increasing traffic, and that the cost of an inadequate system is high not only in wear and tear on the automobile but also in accidents and loss of life.

At present, approximately \$47 billion is expected to be spent on highway improvement during the next 10 years as compared with \$101 billion needed to modernize our highway system. The Committee believes that about half of this deficit of \$54 billion should be assumed by the Federal Government. The half which represents the cost of a fully modernized network of highways connecting our most important cities, known as the national system of interstate highways, together with important feeder routes in congested population areas, can be fully justified as a Federal responsibility due to the value of the system to the national economy as a whole, to interstate commerce, to safety, and to national and civil defense. The remainder of the program should continue either as a joint Federal-State responsibility as in the case of primary and secondary roads, or as a local government responsibility.

The Committee offers no suggestions as to how local governments may raise funds to do their share of the program. Present matching requirements are continued, credits for completed portions of the interstate system must be used on other roads, the assumption of major responsibility by the Federal Government for the interstate system releases corresponding amounts of State funds for other roads. Thus, there is both incentive and encouragement to State and local governments to accelerate their own programs. The Committee hopes and believes that all government units will participate and cooperate in this program designed to meet the needs of a growing America in which the highway system used daily by our people is an integral part of our way of life. In doing so, we shall further strengthen our system of government to meet the President's stated desire for "a cooperative alliance between Federal Government and the States so that government . . . will be the manager of its own area."

We are indeed a nation on wheels and we cannot permit these wheels to slow down. Our mass industries must have moving supply lines to feed raw materials into our factories and moving distribution lines to carry the finished product to store or home. Moreover, the hands which produce these goods and the services which make them useful must also move from home to factory to store to home.

Our highway system has helped to make this possible. We have been able to disperse our factories, our stores, our people; in short, to create a revolution in living habits. Our cities have spread into suburbs, dependent on the automobile for their existence. The automobile has restored a way of life in which the individual may live in a friendly neighborhood, it has brought city and country closer together, it has made us one country and a united people.

But, America continues to grow. Our highway plant must similarly grow if we are to maintain and increase our standard of living. There can be no serious question as to the need for a more adequate highway system. Only the cost and how it is to be met poses a problem.

The Committee realizes fully the necessity for the reduction and early elimination of the deficit in the annual budget, the reluctance of the Congress to increase the Federal debt limit, and the heavy tax burden already borne by our people. It also is sympathetic to "pay-as-you-go" financing. However, in this instance, the advantages of a modern, efficient national highway network to be completed in 10 years to meet the traffic demands to be reached a decade later, and with a minimum life of 30 years justifies its financing through a bond issue to be retired during the useful life of the system. The proposed financing need not be inflationary since the financing is spread over a 10-year period and the program can be planned to fit in with general governmental fiscal policy. Bonds will be retired on schedules from general revenue to be specifically appropriated by the Congress in which the anticipated increase in the gasoline tax alone suffices to service the bond issue while continuing a substantial Federal-State cooperative program on other roads.

The Committee has complete confidence in the continued growth of America. Its increasing population and expanding economy requires a vastly improved highway system. In fact, we face a challenge today and America has ever evidenced its readiness to meet a challenge head-on with practical bold measures.

Therefore, the Committee believes that an increase in Federal expenditures of approximately \$25 billion for highway improvement over the next 10 years is of vital importance to our growth as a nation and recommends the adoption of its financing proposals so that these funds can be made available for the full completion of the interstate system with important urban feeders.

Thus, we will accomplish the objective sought by the President for a "grand plan for a properly articulated highway system that solves the problems of speedy, safe transcontinental travel—intercity transportation—across highways—and farm-to-market movement—• • • • • "paying off in economic growth—• • • • • and making "a good start on the highways the country will need for a population of 200 million people."



The President's Advisory Committee on a National Highway Program met in Washington on October 7 and 8 to hear representatives of organizations interested in highway development. The following organizations appeared:

American Railway Association  
American Trucking Association  
Automobile Manufacturers Association  
Federal Bureau of Investigation  
Federal Highway Administration  
Federal Reserve Board  
National Highway Traffic Safety Council  
National Motor Vehicle Manufacturers Association  
National Road & Motor Vehicle Insurance Association  
National Road & Motor Vehicle Insurance Association  
National Road & Motor Vehicle Insurance Association

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The President's Advisory Committee on a National Highway Program met in Washington on October 7 and 8 to hear representatives of associations interested in highway development. The following associations appeared:

- American Railway Association.
- American Trucking Association, Inc.
- Automobile Manufacturers' Association.
- Chamber of Commerce of the United States.
- Truck-Trailer Manufacturers' Association.
- American Road Builders' Association.
- National Association of County Officials.
- American Automobile Association.
- National Association of Township Officials.
- Associated General Contractors of America.
- National Association of Motor Bus Operators.
- American Petroleum Institute.
- National Council of Private Motor Truck Owners, Inc.
- American Association of State Highway Officials.
- National Grange.
- American Farm Bureau Federation.
- American Municipal Association.
- Automotive Safety Foundation.
- Conference of Mayors of the United States.
- National Highway Users Conference.
- Independent Advisory Committee to the Trucking Industry.
- National Parking Association.

Estimates of Federal taxes relating to motor vehicles, 1955-59 <sup>1</sup>									
(In thousands of dollars)									
Calendar year	Motor fuel	Inheriting and gift tax	Motor vehicles and parts				Total		
			Automobiles and motorcycles	Trucks, vans, and trailers	Parts and accessories	Taxes and duties	Total	Year	Cumulative
1955.....	1,007,000	101,000	877,300	200,700	394,420	148,300	1,620,720	2,077,500	2,077,500
1956.....	1,045,000	101,000	913,700	213,800	405,240	150,240	1,724,980	3,802,480	3,802,480
1957.....	1,083,000	101,000	951,700	226,100	416,170	151,100	1,788,070	5,590,550	5,590,550
1958.....	1,122,000	112,000	984,300	239,200	427,000	152,000	1,854,500	7,445,050	7,445,050
1959.....	1,160,000	114,000	1,016,000	252,300	437,800	152,900	1,919,000	9,364,050	9,364,050
1960.....	1,197,000	121,000	1,044,000	265,400	448,600	153,800	1,991,800	11,355,850	11,355,850
1961.....	1,234,000	123,000	1,074,000	278,500	459,400	154,700	2,066,000	13,421,850	13,421,850
1962.....	1,272,000	127,000	1,104,000	291,600	470,200	155,600	2,141,600	15,563,450	15,563,450
1963.....	1,310,000	131,000	1,134,000	304,700	481,000	156,500	2,218,200	17,781,650	17,781,650
1964.....	1,348,000	133,000	1,164,000	317,800	491,800	157,400	2,295,800	20,077,450	20,077,450
1965.....	1,386,000	135,000	1,194,000	330,900	502,600	158,300	2,374,800	22,452,250	22,452,250
1966.....	1,424,000	137,000	1,224,000	344,000	513,400	159,200	2,455,000	24,907,250	24,907,250
1967.....	1,462,000	139,000	1,254,000	357,100	524,200	160,100	2,536,600	27,443,850	27,443,850
1968.....	1,500,000	141,000	1,284,000	370,200	535,000	161,000	2,619,200	29,963,050	29,963,050
1969.....	1,538,000	143,000	1,314,000	383,300	545,800	161,900	2,703,000	32,466,050	32,466,050
1970.....	1,576,000	145,000	1,344,000	396,400	556,600	162,800	2,788,400	35,004,450	35,004,450
1971.....	1,614,000	147,000	1,374,000	409,500	567,400	163,700	2,875,600	37,570,050	37,570,050
1972.....	1,652,000	149,000	1,404,000	422,600	578,200	164,600	2,964,600	40,154,650	40,154,650
1973.....	1,690,000	151,000	1,434,000	435,700	589,000	165,500	3,055,200	42,759,850	42,759,850
1974.....	1,728,000	153,000	1,464,000	448,800	599,800	166,400	3,147,000	45,386,850	45,386,850
1975.....	1,766,000	155,000	1,494,000	461,900	610,600	167,300	3,240,400	48,027,250	48,027,250
1976.....	1,804,000	157,000	1,524,000	475,000	621,400	168,200	3,335,000	50,682,250	50,682,250
1977.....	1,842,000	159,000	1,554,000	488,100	632,200	169,100	3,430,600	53,352,850	53,352,850
1978.....	1,880,000	161,000	1,584,000	501,200	643,000	170,000	3,527,200	56,030,050	56,030,050
1979.....	1,918,000	163,000	1,614,000	514,300	653,800	170,900	3,624,800	58,714,850	58,714,850
1980.....	1,956,000	165,000	1,644,000	527,400	664,600	171,800	3,723,400	61,408,250	61,408,250
1981.....	1,994,000	167,000	1,674,000	540,500	675,400	172,700	3,823,000	64,111,250	64,111,250
1982.....	2,032,000	169,000	1,704,000	553,600	686,200	173,600	3,923,600	66,824,850	66,824,850
1983.....	2,070,000	171,000	1,734,000	566,700	697,000	174,500	4,025,200	69,540,050	69,540,050
1984.....	2,108,000	173,000	1,764,000	579,800	707,800	175,400	4,127,800	72,267,850	72,267,850
1985.....	2,146,000	175,000	1,794,000	592,900	718,600	176,300	4,231,400	75,009,250	75,009,250
1986.....	2,184,000	177,000	1,824,000	606,000	729,400	177,200	4,336,000	77,765,250	77,765,250
1987.....	2,222,000	179,000	1,854,000	619,100	740,200	178,100	4,441,600	80,536,850	80,536,850
1988.....	2,260,000	181,000	1,884,000	632,200	751,000	179,000	4,548,200	83,315,050	83,315,050
1989.....	2,298,000	183,000	1,914,000	645,300	761,800	179,900	4,655,800	86,100,850	86,100,850
1990.....	2,336,000	185,000	1,944,000	658,400	772,600	180,800	4,764,400	88,895,250	88,895,250
1991.....	2,374,000	187,000	1,974,000	671,500	783,400	181,700	4,874,000	91,699,250	91,699,250
1992.....	2,412,000	189,000	2,004,000	684,600	794,200	182,600	4,984,600	94,513,850	94,513,850
1993.....	2,450,000	191,000	2,034,000	697,700	805,000	183,500	5,096,200	97,330,050	97,330,050
1994.....	2,488,000	193,000	2,064,000	710,800	815,800	184,400	5,208,800	100,148,850	100,148,850
1995.....	2,526,000	195,000	2,094,000	723,900	826,600	185,300	5,322,400	102,971,250	102,971,250
1996.....	2,564,000	197,000	2,124,000	737,000	837,400	186,200	5,437,000	105,808,250	105,808,250
1997.....	2,602,000	199,000	2,154,000	750,100	848,200	187,100	5,552,600	108,650,850	108,650,850
1998.....	2,640,000	201,000	2,184,000	763,200	859,000	188,000	5,669,200	111,500,050	111,500,050
1999.....	2,678,000	203,000	2,214,000	776,300	869,800	188,900	5,786,800	114,356,850	114,356,850
2000.....	2,716,000	205,000	2,244,000	789,400	880,600	189,800	5,905,400	117,222,250	117,222,250
2001.....	2,754,000	207,000	2,274,000	802,500	891,400	190,700	6,025,000	120,097,250	120,097,250
2002.....	2,792,000	209,000	2,304,000	815,600	902,200	191,600	6,145,600	122,982,850	122,982,850
2003.....	2,830,000	211,000	2,334,000	828,700	913,000	192,500	6,267,200	125,870,050	125,870,050
2004.....	2,868,000	213,000	2,364,000	841,800	923,800	193,400	6,389,800	128,769,850	128,769,850
2005.....	2,906,000	215,000	2,394,000	854,900	934,600	194,300	6,513,400	131,683,250	131,683,250
2006.....	2,944,000	217,000	2,424,000	868,000	945,400	195,200	6,638,000	134,601,250	134,601,250
2007.....	2,982,000	219,000	2,454,000	881,100	956,200	196,100	6,763,600	137,534,850	137,534,850
2008.....	3,020,000	221,000	2,484,000	894,200	967,000	197,000	6,890,200	140,485,050	140,485,050
2009.....	3,058,000	223,000	2,514,000	907,300	977,800	197,900	7,017,800	143,452,850	143,452,850

<sup>1</sup> Excludes taxes on bus routes in effect Jan. 1, 1955.  
Source: Bureau of Public Roads.

Mileage of designated Federal-aid highway systems, by State, as of June 30, 1954

State or Territory	Federal-aid primary highway system									Federal-aid secondary highway system
	National system of Interstate highways <sup>1</sup>			Other			Total			
	Total	Rural	Urban	Total	Rural	Urban	Total	Rural	Urban	
	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	
Alabama.....	904	780	124	4,353	4,000	353	5,257	4,780	477	12,533
Arizona.....	1,194	1,149	45	1,853	1,783	70	3,047	2,932	115	3,022
Arkansas.....	828	747	81	3,888	3,628	260	4,716	4,458	258	12,498
California.....	1,860	1,785	75	8,365	7,955	410	9,220	8,765	455	9,510
Colorado.....	881	828	53	2,354	2,201	153	3,137	2,929	208	3,345
Connecticut.....	267	194	73	843	783	60	1,110	1,011	99	1,119
Delaware.....	26	2	24	115	65	50	141	65	76	1,287
District of Columbia.....	1,136	983	153	3,189	2,941	248	4,328	3,924	404	10,461
Florida.....	1,164	994	170	6,249	5,957	292	7,498	7,053	445	12,647
Georgia.....	812	747	65	2,519	2,409	110	3,128	2,958	170	4,141
Idaho.....	1,446	1,386	60	2,963	2,864	99	3,866	3,747	119	4,185
Illinois.....	1,868	1,744	124	3,864	3,654	210	4,818	4,568	250	13,411
Indiana.....	657	637	20	2,862	2,730	132	3,594	3,462	132	12,420
Iowa.....	728	677	51	2,889	2,745	144	3,733	3,590	143	12,240
Kansas.....	856	796	60	2,881	2,730	151	3,632	3,527	105	13,581
Kentucky.....	645	587	58	3,197	3,038	159	3,856	3,697	159	4,082
Louisiana.....	269	272	27	1,884	1,768	116	2,627	2,540	87	2,263
Maryland.....	270	264	6	1,749	1,688	61	2,418	2,349	69	2,487
Massachusetts.....	247	188	59	1,576	1,476	100	2,252	2,156	96	2,348
Michigan.....	943	885	58	3,862	3,703	159	4,621	4,408	213	10,080
Minnesota.....	856	796	60	2,881	2,730	151	3,632	3,527	105	12,420
Mississippi.....	604	544	60	2,881	2,730	151	3,632	3,527	105	12,420
Missouri.....	1,873	1,793	80	3,864	3,654	210	4,818	4,568	250	13,411
Montana.....	1,287	1,207	80	3,864	3,654	210	4,818	4,568	250	13,411
Nebraska.....	477	457	20	2,862	2,730	132	3,594	3,462	132	12,420
Nevada.....	599	579	20	1,884	1,768	116	2,627	2,540	87	2,263
New Hampshire.....	267	194	73	843	783	60	1,110	1,011	99	1,119
New Jersey.....	268	194	74	1,884	1,768	116	2,627	2,540	87	2,263
New Mexico.....	1,113	993	120	3,864	3,654	210	4,818	4,568	250	13,411
New York.....	988	908	80	3,864	3,654	210	4,818	4,568	250	13,411
North Carolina.....	714	674	40	3,864	3,654	210	4,818	4,568	250	13,411
North Dakota.....	647	607	40	3,864	3,654	210	4,818	4,568	250	13,411
Ohio.....	1,881	1,781	100	3,864	3,654	210	4,818	4,568	250	13,411
Oklahoma.....	732	702	30	2,862	2,730	132	3,594	3,462	132	12,420
Oregon.....	267	194	73	843	783	60	1,110	1,011	99	1,119
Pennsylvania.....	1,868	1,744	124	3,864	3,654	210	4,818	4,568	250	13,411
Rhode Island.....	47	4	43	484	454	30	524	494	30	524
South Carolina.....	788	748	40	3,864	3,654	210	4,818	4,568	250	13,411
South Dakota.....	267	194	73	843	783	60	1,110	1,011	99	1,119
Tennessee.....	1,868	1,744	124	3,864	3,654	210	4,818	4,568	250	13,411
Texas.....	2,770	2,600	170	13,259	12,559	700	14,009	13,259	750	14,922
Utah.....	710	670	40	3,864	3,654	210	4,818	4,568	250	13,411
Vermont.....	267	194	73	843	783	60	1,110	1,011	99	1,119
Virginia.....	267	194	73	843	783	60	1,110	1,011	99	1,119
Washington.....	688	648	40	3,864	3,654	210	4,818	4,568	250	13,411
West Virginia.....	221	179	42	3,864	3,654	210	4,818	4,568	250	13,411
Wisconsin.....	672	632	40	3,864	3,654	210	4,818	4,568	250	13,411
Wyoming.....	1,868	1,744	124	3,864	3,654	210	4,818	4,568	250	13,411
District of Columbia.....	1,136	983	153	3,189	2,941	248	4,328	3,924	404	10,461
Alaska.....	17	17	0	381	381	0	398	398	0	398
Hawaii.....	17	17	0	381	381	0	398	398	0	398
Puerto Rico.....	17	17	0	381	381	0	398	398	0	398
Total.....	27,884	26,284	1,600	136,907	128,941	7,966	144,867	136,907	7,960	152,827

<sup>1</sup> Present traveled way.

Compiled for calendar year from reports of State authorities of

Footnotes at end of table.

# State motor-vehicle registrations—1953—Continued

(Compiled by tabular year from reports of State authorities)

State	Motor vehicles										Comparison of total motor-vehicle registrations, 1953-54		Private and public motor-vehicles owned 1953	
	Automobiles					Trucks					Total 1953 registrations	Increase over 1952		
	Private and public motor-vehicles owned 1953	Private and public motor-vehicles owned 1954	Total	Private and public motor-vehicles owned 1953	Private and public motor-vehicles owned 1954	Total	Private and public motor-vehicles owned 1953	Private and public motor-vehicles owned 1954	Total					
Alabama	10,000	10,000	20,000	10,000	10,000	20,000	10,000	10,000	20,000	10,000	20,000	0	100	
Alaska	100	100	200	100	100	200	100	100	200	100	200	0	100	
Arizona	10,000	10,000	20,000	10,000	10,000	20,000	10,000	10,000	20,000	10,000	20,000	0	100	
Arkansas	10,000	10,000	20,000	10,000	10,000	20,000	10,000	10,000	20,000	10,000	20,000	0	100	
California	10,000	10,000	20,000	10,000	10,000	20,000	10,000	10,000	20,000	10,000	20,000	0	100	
Colorado	10,000	10,000	20,000	10,000	10,000	20,000	10,000	10,000	20,000	10,000	20,000	0	100	
Connecticut	10,000	10,000	20,000	10,000	10,000	20,000	10,000	10,000	20,000	10,000	20,000	0	100	
Delaware	10,000	10,000	20,000	10,000	10,000	20,000	10,000	10,000	20,000	10,000	20,000	0	100	
Florida	10,000	10,000	20,000	10,000	10,000	20,000	10,000	10,000	20,000	10,000	20,000	0	100	
Georgia	10,000	10,000	20,000	10,000	10,000	20,000	10,000	10,000	20,000	10,000	20,000	0	100	
Hawaii	10,000	10,000	20,000	10,000	10,000	20,000	10,000	10,000	20,000	10,000	20,000	0	100	
Idaho	10,000	10,000	20,000	10,000	10,000	20,000	10,000	10,000	20,000	10,000	20,000	0	100	
Illinois	10,000	10,000	20,000	10,000	10,000	20,000	10,000	10,000	20,000	10,000	20,000	0	100	
Indiana	10,000	10,000	20,000	10,000	10,000	20,000	10,000	10,000	20,000	10,000	20,000	0	100	
Iowa	10,000	10,000	20,000	10,000	10,000	20,000	10,000	10,000	20,000	10,000	20,000	0	100	
Kansas	10,000	10,000	20,000	10,000	10,000	20,000	10,000	10,000	20,000	10,000	20,000	0	100	
Kentucky	10,000	10,000	20,000	10,000	10,000	20,000	10,000	10,000	20,000	10,000	20,000	0	100	
Louisiana	10,000	10,000	20,000	10,000	10,000	20,000	10,000	10,000	20,000	10,000	20,000	0	100	
Maine	10,000	10,000	20,000	10,000	10,000	20,000	10,000	10,000	20,000	10,000	20,000	0	100	
Maryland	10,000	10,000	20,000	10,000	10,000	20,000	10,000	10,000	20,000	10,000	20,000	0	100	
Massachusetts	10,000	10,000	20,000	10,000	10,000	20,000	10,000	10,000	20,000	10,000	20,000	0	100	
Michigan	10,000	10,000	20,000	10,000	10,000	20,000	10,000	10,000	20,000	10,000	20,000	0	100	
Minnesota	10,000	10,000	20,000	10,000	10,000	20,000	10,000	10,000	20,000	10,000	20,000	0	100	
Mississippi	10,000	10,000	20,000	10,000	10,000	20,000	10,000	10,000	20,000	10,000	20,000	0	100	
Missouri	10,000	10,000	20,000	10,000	10,000	20,000	10,000	10,000	20,000	10,000	20,000	0	100	
Montana	10,000	10,000	20,000	10,000	10,000	20,000	10,000	10,000	20,000	10,000	20,000	0	100	
Nebraska	10,000	10,000	20,000	10,000	10,000	20,000	10,000	10,000	20,000	10,000	20,000	0	100	
Nevada	10,000	10,000	20,000	10,000	10,000	20,000	10,000	10,000	20,000	10,000	20,000	0	100	
New Hampshire	10,000	10,000	20,000	10,000	10,000	20,000	10,000	10,000	20,000	10,000	20,000	0	100	
New Jersey	10,000	10,000	20,000	10,000	10,000	20,000	10,000	10,000	20,000	10,000	20,000	0	100	
New Mexico	10,000	10,000	20,000	10,000	10,000	20,000	10,000	10,000	20,000	10,000	20,000	0	100	
New York	10,000	10,000	20,000	10,000	10,000	20,000	10,000	10,000	20,000	10,000	20,000	0	100	
North Carolina	10,000	10,000	20,000	10,000	10,000	20,000	10,000	10,000	20,000	10,000	20,000	0	100	
North Dakota	10,000	10,000	20,000	10,000	10,000	20,000	10,000	10,000	20,000	10,000	20,000	0	100	
Ohio	10,000	10,000	20,000	10,000	10,000	20,000	10,000	10,000	20,000	10,000	20,000	0	100	
Oklahoma	10,000	10,000	20,000	10,000	10,000	20,000	10,000	10,000	20,000	10,000	20,000	0	100	
Oregon	10,000	10,000	20,000	10,000	10,000	20,000	10,000	10,000	20,000	10,000	20,000	0	100	
Pennsylvania	10,000	10,000	20,000	10,000	10,000	20,000	10,000	10,000	20,000	10,000	20,000	0	100	
Rhode Island	10,000	10,000	20,000	10,000	10,000	20,000	10,000	10,000	20,000	10,000	20,000	0	100	
South Carolina	10,000	10,000	20,000	10,000	10,000	20,000	10,000	10,000	20,000	10,000	20,000	0	100	
South Dakota	10,000	10,000	20,000	10,000	10,000	20,000	10,000	10,000	20,000	10,000	20,000	0	100	
Tennessee	10,000	10,000	20,000	10,000	10,000	20,000	10,000	10,000	20,000	10,000	20,000	0	100	
Texas	10,000	10,000	20,000	10,000	10,000	20,000	10,000	10,000	20,000	10,000	20,000	0	100	
Utah	10,000	10,000	20,000	10,000	10,000	20,000	10,000	10,000	20,000	10,000	20,000	0	100	
Vermont	10,000	10,000	20,000	10,000	10,000	20,000	10,000	10,000	20,000	10,000	20,000	0	100	
Virginia	10,000	10,000	20,000	10,000	10,000	20,000	10,000	10,000	20,000	10,000	20,000	0	100	
Washington	10,000	10,000	20,000	10,000	10,000	20,000	10,000	10,000	20,000	10,000	20,000	0	100	
West Virginia	10,000	10,000	20,000	10,000	10,000	20,000	10,000	10,000	20,000	10,000	20,000	0	100	
Wisconsin	10,000	10,000	20,000	10,000	10,000	20,000	10,000	10,000	20,000	10,000	20,000	0	100	
Wyoming	10,000	10,000	20,000	10,000	10,000	20,000	10,000	10,000	20,000	10,000	20,000	0	100	

State or Territory *	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383	2384	2385	2386	2387	2388	2389	2390	2391	2392	2393	2394	2395	2396	2397	2398	2399	2400	2401	2402	2403	2404	2405	2406	2407	2408	2409	2410	2411	2412	2413	2414	2415	2416	2417	2418	2419	2420	2421	2422	2423	2424	2425	2426	2427	2428	2429	2430	2431	2432	2433	2434	2435	2436	2437	2438	2439	2440	2441	2442	2443	2444	2445	2446	2447	2448	2449	2450	2451	2452	2453	2454	2455	2456	2457	2458	2459	2460	2461	2462	2463	2464	2465	2466	2467	2468	2469	2470	2471	2472	2473	2474	2475	2476	2477	2478	2479	2480	2481	2482	2483	2484	2485	2486	2487	2488	2489	2490	2491	2492	2493	2494	2495	2496	2497	2498	2499	2500
Alabama	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230	1,230																																																																																																																																																																																																																											

[illegible]



*Highway rural and municipal mileage in the United States—1955, classified by system*  
*(continued for land available from the 1955 highway planning survey data)*

State	Total mileage										Municipal mileage									
	Under State control					Under local control					Under State control					Under local control				
	Other highway roads	County roads	Other roads	Total roads	No. of highway roads	Other roads	Total roads	No. of highway roads	Total roads	Total roads	Other highway roads	County roads	Other roads	Total roads	No. of highway roads	Other roads	Total roads	No. of highway roads	Total roads	Total roads
Alabama	1,100	11,800	1,100	14,000	1,100	1,100	14,000	1,100	1,100	14,000	1,100	1,100	1,100	14,000	1,100	1,100	14,000	1,100	1,100	14,000
Alaska	1,100	11,800	1,100	14,000	1,100	1,100	14,000	1,100	1,100	14,000	1,100	1,100	1,100	14,000	1,100	1,100	14,000	1,100	1,100	14,000
Arizona	1,100	11,800	1,100	14,000	1,100	1,100	14,000	1,100	1,100	14,000	1,100	1,100	1,100	14,000	1,100	1,100	14,000	1,100	1,100	14,000
Arkansas	1,100	11,800	1,100	14,000	1,100	1,100	14,000	1,100	1,100	14,000	1,100	1,100	1,100	14,000	1,100	1,100	14,000	1,100	1,100	14,000
California	1,100	11,800	1,100	14,000	1,100	1,100	14,000	1,100	1,100	14,000	1,100	1,100	1,100	14,000	1,100	1,100	14,000	1,100	1,100	14,000
Colorado	1,100	11,800	1,100	14,000	1,100	1,100	14,000	1,100	1,100	14,000	1,100	1,100	1,100	14,000	1,100	1,100	14,000	1,100	1,100	14,000
Connecticut	1,100	11,800	1,100	14,000	1,100	1,100	14,000	1,100	1,100	14,000	1,100	1,100	1,100	14,000	1,100	1,100	14,000	1,100	1,100	14,000
Delaware	1,100	11,800	1,100	14,000	1,100	1,100	14,000	1,100	1,100	14,000	1,100	1,100	1,100	14,000	1,100	1,100	14,000	1,100	1,100	14,000
Florida	1,100	11,800	1,100	14,000	1,100	1,100	14,000	1,100	1,100	14,000	1,100	1,100	1,100	14,000	1,100	1,100	14,000	1,100	1,100	14,000
Georgia	1,100	11,800	1,100	14,000	1,100	1,100	14,000	1,100	1,100	14,000	1,100	1,100	1,100	14,000	1,100	1,100	14,000	1,100	1,100	14,000
Idaho	1,100	11,800	1,100	14,000	1,100	1,100	14,000	1,100	1,100	14,000	1,100	1,100	1,100	14,000	1,100	1,100	14,000	1,100	1,100	14,000
Illinois	1,100	11,800	1,100	14,000	1,100	1,100	14,000	1,100	1,100	14,000	1,100	1,100	1,100	14,000	1,100	1,100	14,000	1,100	1,100	14,000
Indiana	1,100	11,800	1,100	14,000	1,100	1,100	14,000	1,100	1,100	14,000	1,100	1,100	1,100	14,000	1,100	1,100	14,000	1,100	1,100	14,000
Iowa	1,100	11,800	1,100	14,000	1,100	1,100	14,000	1,100	1,100	14,000	1,100	1,100	1,100	14,000	1,100	1,100	14,000	1,100	1,100	14,000
Kansas	1,100	11,800	1,100	14,000	1,100	1,100	14,000	1,100	1,100	14,000	1,100	1,100	1,100	14,000	1,100	1,100	14,000	1,100	1,100	14,000
Kentucky	1,100	11,800	1,100	14,000	1,100	1,100	14,000	1,100	1,100	14,000	1,100	1,100	1,100	14,000	1,100	1,100	14,000	1,100	1,100	14,000
Louisiana	1,100	11,800	1,100	14,000	1,100	1,100	14,000	1,100	1,100	14,000	1,100	1,100	1,100	14,000	1,100	1,100	14,000	1,100	1,100	14,000
Maine	1,100	11,800	1,100	14,000	1,100	1,100	14,000	1,100	1,100	14,000	1,100	1,100	1,100	14,000	1,100	1,100	14,000	1,100	1,100	14,000
Maryland	1,100	11,800	1,100	14,000	1,100	1,100	14,000	1,100	1,100	14,000	1,100	1,100	1,100	14,000	1,100	1,100	14,000	1,100	1,100	14,000
Massachusetts	1,100	11,800	1,100	14,000	1,100	1,100	14,000	1,100	1,100	14,000	1,100	1,100	1,100	14,000	1,100	1,100	14,000	1,100	1,100	14,000
Michigan	1,100	11,800	1,100	14,000	1,100	1,100	14,000	1,100	1,100	14,000	1,100	1,100	1,100	14,000	1,100	1,100	14,000	1,100	1,100	14,000
Minnesota	1,100	11,800	1,100	14,000	1,100	1,100	14,000	1,100	1,100	14,000	1,100	1,100	1,100	14,000	1,100	1,100	14,000	1,100	1,100	14,000
Mississippi	1,100	11,800	1,100	14,000	1,100	1,100	14,000	1,100	1,100	14,000	1,100	1,100	1,100	14,000	1,100	1,100	14,000	1,100	1,100	14,000
Missouri	1,100	11,800	1,100	14,000	1,100	1,100	14,000	1,100	1,100	14,000	1,100	1,100	1,100	14,000	1,100	1,100	14,000	1,100	1,100	14,000



Existing rural and municipal mileage in the United States (DAS reported by type of surface)

State	Total municipal mileage	Total rural mileage	Surface in miles					Surface in miles					
			Total	D	P			Total	D	P			
					F	I, K, L	J, K, L			F	I, K, L	J, K, L	
Alabama	11,772	11,772	11,772	11,772	11,772	11,772	11,772	11,772	11,772	11,772	11,772	11,772	11,772
Alaska	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111
Arizona	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111
Arkansas	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111
California	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111
Colorado	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111
Connecticut	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111
Delaware	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111
District of Columbia	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111
Florida	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111
Georgia	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111
Idaho	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111
Illinois	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111
Indiana	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111
Iowa	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111
Kansas	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111
Kentucky	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111
Louisiana	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111
Maine	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111
Maryland	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111
Massachusetts	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111
Michigan	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111
Minnesota	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111
Mississippi	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111
Missouri	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111
Montana	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111
Nebraska	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111
Nevada	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111
New Hampshire	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111
New Jersey	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111



Existing rural and municipal mileage in the United States, classified by system and type of surface, 1955  
(Compiled for latest available year from State highway planning data)

System	T 4a	Nonimproved mileage 1	Improved mileage			
			Total	Low type 2	High type 3	High type 4
Rural mileage:						
Under State control:	1,000	1,000	1,000	1,000	1,000	1,000
State primary systems.....	277	277	277	41	126	110
State secondary systems.....	67	67	79	26	34	17
County roads under State control 5	127	26	66	6	25	9
State, park, forest, reservation, etc. 6	9	5	4	2	1	1
Total.....	690	50	510	127	187	77
Under local control:						
County roads.....	1,711	779	932	741	191	26
Town and city streets 7	528	211	317	26	15	19
Other local roads.....	48	43	5	4	1	1
Total.....	2,287	1,033	1,254	1,066	217	46
Under Federal control: National parks, forest, reservation, etc. 8	91	70	20	16	1	1
Total rural mileage.....	3,012	1,103	1,909	1,171	405	129
Municipal mileage:						
Under State control: Extensions of State highway systems.....	20	1	19	1	9	7
Under local control: City streets.....	215	61	154	63	91	104
Total municipal mileage.....	235	62	173	74	100	111
Total rural and municipal mileage in the United States.....	3,247	1,165	2,082	1,245	505	240

1 Nonimproved mileage includes primitive and unimproved roads and graded and drained roads.  
2 Consists of clay, stabilized soil, and gravel or stone surface.  
3 Consists of bituminous treated and macadam bituminous surface.  
4 Consists of bituminous concrete, bituminous concrete, steel asphalt, portland cement concrete, brick, and black surface.  
5 County roads are under State control in Alabama (4 counties), Delaware, North Carolina, Virginia (all but 3 counties), and West Virginia.  
6 State and national park, forest, reservation, toll, and other roads that are not a part of the State or local systems.  
Source: Bureau of Public Roads, table M-8, issued November 1954.

Toll roads and the United States interstate highway system

State	State	In operation	Under construction or planned	Authorized	Total	Additional proposals	Total
Alabama	Alabama					330	330
Arizona	Arizona					133	133
California	California	67	130	197	197	197	197
Florida	Florida			108	108	356	604
Georgia	Georgia			1418	418		418
Illinois	Illinois			1417	417		417
Indiana	Indiana		157	150	307	420	327
Iowa	Iowa					240	240
Kansas	Kansas		294		294		294
Kentucky	Kentucky		60	100	160	100	260
Louisiana	Louisiana					75	75
Maine	Maine	67	66	200	313		313
Massachusetts	Massachusetts		123		123	10	133
Michigan	Michigan			181	181		181
Minnesota	Minnesota					300	300
Missouri	Missouri					458	458
Montana	Montana						
Nebraska	Nebraska			200	200		200
New Hampshire	New Hampshire	15		40	55		55
New Jersey	New Jersey	11*		70	81		81
New York	New York	205	140		345	373	693
Ohio	Ohio		240	130	370		370
Oklahoma	Oklahoma		88		88		88
Pennsylvania	Pennsylvania	227		138	365		365
Tennessee	Tennessee					885	885
Texas	Texas			650	650		650
Vermont	Vermont			24	24		24
Washington	Washington			70	70		70
Wisconsin	Wisconsin			127	127	149	276
<b>Total miles</b>		<b>1,066</b>	<b>1,367</b>	<b>3,384</b>	<b>6,139</b>	<b>3,578</b>	<b>9,727</b>
<b>Less not feasible</b>				<b>917</b>	<b>917</b>	<b>283</b>	<b>1,200</b>
<b>Total</b>				<b>2,467</b>	<b>5,222</b>	<b>3,295</b>	<b>8,527</b>

\* Not feasible.  
 \* 110 miles not feasible.  
 \* 140 miles not feasible.  
 \* 220 miles not feasible.

Toll roads operating or serving some cities as designated United States interstate highway system

State	Toll road	Miles	Status	Cost (millions)
Alabama	Tennessee Line-Mobile	20	Proposed, not authorized	\$20
Arizona	West Memphis-Little Rock	20	Under study, not authorized; previously found not feasible	10
California	Meritt and Wilbur Cross	47	In operation	24.0
Florida	Parkways	130	Bonds partially sold	208.0
Georgia	Greenwich-Killingly Expressway	103	Authorized	47
Illinois	Hollywood-Fort Pierce	208	Proposed, not authorized	130
Indiana	Traverse-Clearwater	128	Authorized, not studied	30
Iowa	Homestead Trail Extension	30	Authorized, not studied	20
Kansas	Carlisle-Fortia Line	30	Authorized, not studied	20
Kentucky	Tennessee Line-Carterville	40	Authorized, not feasible	40
Louisiana	Chicago-Buckley	100	Authorized, under study	201
Maine	Chicago-Buckley	14	Authorized, under study	40
Michigan	Chicago-Buckley	14	Authorized, under study	40
Minnesota	Chicago-Buckley	14	Authorized, under study	40
Missouri	Chicago-Buckley	14	Authorized, under study	40
Montana	Chicago-Buckley	14	Authorized, under study	40
Nebraska	Chicago-Buckley	14	Authorized, under study	40
Nevada	Chicago-Buckley	14	Authorized, under study	40
New Hampshire	Chicago-Buckley	14	Authorized, under study	40
New Jersey	Chicago-Buckley	14	Authorized, under study	40
New York	Chicago-Buckley	14	Authorized, under study	40
Ohio	Chicago-Buckley	14	Authorized, under study	40
Oklahoma	Chicago-Buckley	14	Authorized, under study	40
Pennsylvania	Chicago-Buckley	14	Authorized, under study	40
Rhode Island	Chicago-Buckley	14	Authorized, under study	40
South Carolina	Chicago-Buckley	14	Authorized, under study	40
South Dakota	Chicago-Buckley	14	Authorized, under study	40
Tennessee	Chicago-Buckley	14	Authorized, under study	40
Texas	Chicago-Buckley	14	Authorized, under study	40
Vermont	Chicago-Buckley	14	Authorized, under study	40
Virginia	Chicago-Buckley	14	Authorized, under study	40
Washington	Chicago-Buckley	14	Authorized, under study	40
West Virginia	Chicago-Buckley	14	Authorized, under study	40
Wisconsin	Chicago-Buckley	14	Authorized, under study	40
Wyoming	Chicago-Buckley	14	Authorized, under study	40

See footnotes at end of table.



State	To route	Miles	Status	Cost (million)
Kentucky	Louisville-Kimbletown	40	Under construction	38.8
	Kimbletown-Tennessee	100	Authorized, not started	80
Louisiana	Louisville-Jackson, Ohio	100	Proposed, not authorized	80
	Meramec-Madison	75	Proposed, under study, not authorized	60
Maine	Kittery-Portland	47	In operation	71.0
	Portland-Auburn	40	Under construction	10.0
Massachusetts	Auburn-Barnes-Lindell	100	Authorized, not started	140.0
	Worcester-Barnes	10	Proposed	100.0
Michigan	Day City-Tadousa, Ohio	175	Authorized, reported feasible—\$100 million, \$40 million	220.0
Mississippi	Jackson-New Orleans	180	Authorized, reported feasible	215.0
Maryland	Baltimore-Washington	40	Proposed, not authorized	100.0
Nebraska	Omaha-Columbus	200	Authorized, under study	200.0
New Hampshire	Seabrook-Portsmouth	15	In operation	7.5
	Canaan-Norwich	40	Authorized, to be built in 1955	20.0
New Jersey	New Jersey Turnpike	110	In operation	200.0
	East-West Turnpike	40	Authorized, under study	75.0
	1st to 1st Avenue Turnpike	40	Authorized, not started	200.0
New York	New York State Thruway	200	In operation	200.0
	Albany-Co	100	Under construction	110.0
	Albany-Co	100	Authorized, reported feasible	200.0
Ohio	East-West Turnpike	200	Under construction	120.0
Oklahoma	Tulsa-Oklahoma City	40	In operation	12.0
	Tulsa-Muskogee	200	Authorized, reported feasible	100.0
Pennsylvania	Scranton-New York Line	40	In operation	71.0
	Scranton-New York Line	40	Authorized, not started	70.0
Tennessee	Nashville-Knoxville	40	Proposed, not authorized	60.0
	Memphis-Bristol	100	Authorized, reported feasible	100.0
Texas	Texas-Fort Worth	20	Authorized, reported feasible	20.0
	Alabama-Lawton	20	Authorized, private corporation	20.0
Vermont	Rutland-Fairlee	20	Authorized, reported feasible	20.0
Washington	Tacoma-Seattle	20	Authorized, under study	20.0
Wisconsin	Madison-Milwaukee	40	Proposed, not authorized	40.0
	Total	5,727		5,922.3
	Reported not feasible	1,200		1,200.0
	Total	6,927		7,122.3

\* Amounts shown with decimal indicate actual bond issues; other figures are estimates.

SUMMARY			
	Miles	Cost (million dollars)	
In operation	1,000	\$1,000.0	
Under construction or financed	1,247	2,000.7	
Authorized	2,480	2,100.0	
Proposed and other	2,200	2,021.6	
Not feasible	1,200	1,200.0	
Total	8,127	8,322.3	

# 9,700,000 Employed in Highway Transport Industries

One Out of Every Seven Employed in United States

State	Mot. Veh., Parts, & Tire Mfg.	Crude & Refined Petroleum	Sales & Service	Fed., State, County, & Local Roads	Truck, Tractor, County, & Other Employers	Bus Employers (Common Carriers)	Total
Alabama.....	3,963	344	30,214	12,391	100,644	2,271	149,847
Arizona.....	74	—	10,678	3,893	58,245	672	73,531
Arkansas.....	703	4,580	21,195	5,338	79,216	1,321	111,763
California.....	39,556	39,733	127,318	29,602	224,069	12,744	403,022
Colorado.....	549	1,792	23,099	6,538	80,089	1,766	113,333
Connecticut.....	2,471	—	25,148	7,844	71,282	2,026	109,651
Delaware.....	3,211	95	4,202	1,217	17,418	193	26,436
Florida.....	444	98	39,354	12,243	140,050	3,248	195,437
Georgia.....	7,200	149	43,114	13,594	121,280	2,347	187,684
Idaho.....	—	—	9,688	3,078	39,272	572	51,375
Illinois.....	22,300	16,747	91,527	20,827	218,434	10,479	386,374
Indiana.....	78,700	11,047	21,000	10,385	168,446	3,463	335,465
Iowa.....	1,100	—	42,232	11,321	109,470	1,494	166,356
Kansas.....	6,677	12,528	34,211	11,337	104,366	1,699	171,018
Kentucky.....	3,173	3,376	27,349	10,117	102,713	3,940	155,268
Louisiana.....	386	24,633	24,483	10,094	103,703	2,816	172,615
Maine.....	—	—	11,811	3,483	34,194	817	54,285
Maryland.....	1,277	1,867	24,686	7,179	74,444	3,875	118,441
Massachusetts.....	9,728	889	30,239	17,788	126,370	4,884	211,468
Michigan.....	50,569	4,484	61,316	22,725	226,234	8,011	355,541
Minnesota.....	3,075	217	44,724	16,329	113,842	3,767	181,954
Mississippi.....	—	3,887	20,443	12,756	83,286	985	121,247
Missouri.....	27,802	1,041	40,954	11,714	151,717	5,519	238,827
Montana.....	22	2,386	9,989	3,463	43,306	423	59,621
Nebraska.....	519	348	23,018	3,481	66,476	2,610	96,423
Nevada.....	—	—	3,065	1,465	17,469	193	22,389
New Hampshire.....	—	—	6,807	3,532	24,319	376	35,037
New Jersey.....	15,409	12,669	34,213	31,787	171,023	11,874	374,977
New Mexico.....	—	4,106	9,699	3,426	49,807	552	67,592
New York.....	40,603	2,845	138,826	31,146	225,670	20,377	379,668
North Carolina.....	1,543	—	46,874	14,049	142,190	3,977	210,653
North Dakota.....	—	—	10,660	3,717	23,184	225	39,826
Ohio.....	131,495	8,232	112,291	25,679	249,935	10,374	535,549
Oklahoma.....	1,341	27,210	35,861	8,246	126,194	1,802	201,054
Oregon.....	685	163	26,011	8,247	97,930	1,342	134,378
Pennsylvania.....	31,393	14,834	121,576	35,669	242,599	12,277	458,338
Rhode Island.....	113	—	8,933	2,435	27,153	1,167	40,144
South Carolina.....	247	224	22,511	7,979	76,933	808	108,706
South Dakota.....	—	10	10,744	3,825	31,068	379	47,016
Tennessee.....	7,599	110	39,810	11,124	115,161	3,313	178,107
Texas.....	3,148	94,700	107,160	30,105	433,642	8,467	649,142
Utah.....	—	1,782	10,555	2,903	31,611	781	47,552
Vermont.....	—	—	5,346	2,707	13,077	324	22,554
Virginia.....	2,208	—	14,157	11,764	112,764	4,148	140,939
Washington.....	1,702	136	35,768	8,581	117,878	2,746	166,810
West Virginia.....	810	610	1,632	6,162	75,876	2,963	106,953
Wisconsin.....	34,359	163	44,017	18,279	130,047	3,672	229,574
Wyoming.....	—	5,139	5,921	2,014	28,589	189	41,851
D. of C.....	—	—	10,145	7,147	16,474	1,571	35,287
Total.....	1,009,859	363,809	1,916,714	533,179	5,737,133	177,644	9,700,075

For motor vehicle, and parts, 1933 BLS average monthly employment for States were available. Others estimated by projecting balance of BLS total on basis of 1931 Social Security employment data. For 1936, 1931 Social Security data was used without further adjustment.

1933 BLS average monthly employment in crude oil production and petroleum refining adjusted for nonferrous use by deducting 60% from crude oil, and 10% from petroleum refining. Breakdown by States estimated on basis of crude oil production and petroleum refining capacity by States where BLS unable to furnish actual State figures.

1948 Census of Business.

U. S. Bureau of Public Roads for Federal and State data. U. S. Department of Commerce estimates on total highway employment by States.

Estimated by assuming .80 driver per non-farm truck. Includes employees other than drivers of truck transportation companies.

"Bus Transportation" estimate of employment in common carrier bus industry distributed by States on basis of number of common carrier buses in each State.

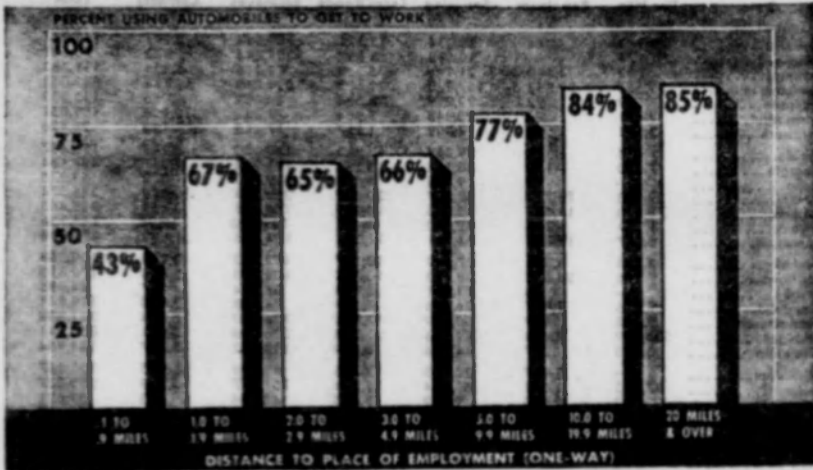
Includes 146,837 air manufacturing employees for whom no State distribution is available.

NOTE: Table above does not include persons engaged in manufacturing batteries, automobile stamping and die-casting equipment, raw materials, and in branch, warehouse and shipping services, estimated at 600,000 additional employees.

(From Automobile Facts and Figures, 1954)

(Data from 1954 Statistical Abstract)

85% of Workers Living 10 or More Miles From Jobs Depend On Passenger Cars



METHOD OF HOME-TO-WORK TRANSPORTATION<sup>(1)</sup>

	Passenger Car	Public Transportation	Public Transportation	Walk	All Other Means and Other Combinations	Total
By Occupation						
Professional and semi-professional.....	65.6%	1.0%	11.8%	17.6%	1.0%	100.0%
Proprietors, managers, officials.....	27.9	1.9	4.7	12.3	3.2	100.0
Foremen and farm managers.....	22.3	.6	—	18.9	2.0	100.0
Store and office clerks, clerical (including stenographers, etc.).....	60.3	2.1	18.9	17.8	.9	100.0
Traveling salesmen, agents, etc.....	85.0	2.0	6.1	6.7	2.2	100.0
Craftsmen, foremen, skilled laborers, etc.....	73.2	1.4	11.4	10.4	3.6	100.0
Operatives, semi-skilled workers, unskilled workers and laborers.....	61.4	1.5	15.2	17.4	4.5	100.0
Protective services.....	77.6	2.4	9.7	9.6	.7	100.0
Personal service workers.....	24.6	.6	37.7	35.1	2.0	100.0
By Population Group						
Unincorporated areas.....	76.3	.2	8.5	8.4	7.7	100.0
Incorporated places under 5,000.....	65.3	.2	1.4	26.1	4.7	100.0
5,000 to 24,999.....	67.7	.2	4.3	24.7	2.9	100.0
25,000 to 49,999.....	64.3	.3	15.9	17.1	3.4	100.0
50,000 and over.....	47.6	.5	29.0	10.0	2.9	100.0
By One-Way Distance to Place of Employment						
0.1-0.9 miles.....	43.9	.2	3.3	50.5	2.1	100.0
1.0-1.9 miles.....	64.5	.2	18.3	12.0	3.0	100.0
2.0-2.9 miles.....	65.4	.1	28.3	2.3	3.3	100.0
3.0-3.9 miles.....	65.7	.3	28.8	.4	4.8	100.0
4.0-4.9 miles.....	77.0	.3	18.4	.4	3.9	100.0
5.0-9.9 miles.....	84.1	.5	9.5	—	3.9	100.0
10.0-19.9 miles.....	84.3	.7	6.1	—	8.7	100.0
20 miles and over.....	—	—	—	—	—	—
All Employed Persons.....	63.5	.3	15.8	14.6	4.1	100.0

(1) Excludes persons for whom no travel was required, such as self-employed farmers, proprietors of small stores doing at the place of business, etc.

SOURCE: Motor vehicle use studies, Summer, 1951, in Arkansas, Louisiana, North Dakota, Oklahoma, South Dakota and Wisconsin, by state highway departments in cooperation with U.S. Bureau of Public Roads.

(From Automobile Facts and Figures, 1954)

1952 Motor Vehicle Insurance Premiums \$3,650,000,000

Auto Insurance Premiums and Loss Record, 1952

State	AUTO LIABILITY			AUTO PROPERTY DAMAGE			AUTO PHYSICAL DAMAGE			Total
	Direct Premiums	Ratio of Losses Paid to		Direct Premiums	Ratio of Losses Paid to		Direct Premiums	Ratio of Losses Paid to		
		Written	Premiums		Written	Premiums		Written	Premiums	
Ala.	12,555,611	35	\$ 6,410,334	44	32,963,782	40	\$ 41,879,967	45	52,927	
Ala.	7,218	41	3,141,149	46	10,423,444	44	20,713,638	45	1,000	
Ark.	3,834,141	35	2,921,450	52	14,372,073	44	23,177,673	44	4,000	
Cal.	151,262,822	45	75,274,852	47	145,947,323	35	296,363,419	41	81,400	
Cal.	8,795,706	35	5,600,704	53	17,632,087	43	32,326,987	53	1,000	
Conn.	24,097,926	39	11,476,156	49	20,385,928	42	45,852,990	46	87,400	
Conn.	2,615,261	29	1,760,505	41	4,331,816	40	9,147,582	46	1,000	
Del.	21,260,181	50	12,182,168	44	23,393,609	36	44,938,970	46	1,000	
Del.	17,135,969	48	9,574,931	40	24,772,109	40	41,473,609	46	1,000	
Fla.	2,965,945	39	2,113,217	55	6,714,733	44	14,796,187	53	9,000	
Ill.	8,442,492	45	43,664,700	54	162,739,663	44	236,068,947	44	7,000	
Ill.	21,225,917	38	20,054,295	37	31,941,447	43	103,816,717	44	1,000	
Ind.	13,368,364	49	11,379,589	60	26,932,362	44	35,721,313	57	1,000	
Ind.	12,108,564	43	6,479,467	33	24,495,671	38	43,492,722	44	1,000	
Iowa	12,526,907	44	7,001,852	63	22,467,459	42	42,949,368	49	9,000	
Kent.	17,492,736	30	9,909,048	38	25,678,671	46	32,511,475	49	9,000	
Kent.	1,899,464	34	2,933,150	40	7,047,156	41	17,496,776	49	1,000	
Mich.	19,080,200	41	11,810,326	53	23,166,170	45	34,146,703	70	1,000	
Mich.	64,926,494	36	1,000,000	40	36,150,150	43	137,436,428	101	9,000	
Miss.	42,000,564	29	22,436,321	56	61,318,422	47	136,800,317	46	1,000	
Miss.	27,262,333	44	12,732,091	56	25,239,150	43	65,498,443	56	1,000	
Mo.	666,775	78	1,699,456	48	15,612,902	51	24,161,107	70	1,000	
Mo.	35,849,469	44	13,193,961	32	47,943,840	46	84,269,261	70	1,000	
Mont.	6,694,467	23	2,071,288	53	4,384,865	49	13,231,611	55	1,000	
Mont.	8,670,630	37	3,421,662	46	14,373,197	42	26,315,900	55	1,000	
Nebr.	1,755,676	19	839,788	30	3,366,464	48	6,162,130	56	1,000	
Nebr.	6,510,829	19	1,423,236	34	4,371,203	60	12,343,760	70	1,000	
N.J.	31,998,423	30	36,315,829	45	54,376,743	42	137,869,416	78	1,000	
N.J.	3,941,361	42	2,237,865	47	19,830,200	47	18,918,124	68	1,000	
N.Y.	226,381,639	45	77,316,449	50	168,893,237	40	410,791,683	70	1,000	
N.C.	15,623,823	41	9,699,039	49	37,356,262	44	62,569,135	56	1,000	
N.C.	1,274,201	32	1,364,797	53	5,763,143	49	10,492,401	57	1,000	
Ohio	61,963,296	61	43,799,607	49	94,493,697	44	200,236,600	67	1,000	
Ohio	17,386,323	30	16,182,463	56	27,934,151	42	69,732,730	64	1,000	
Ore.	17,386,323	30	16,182,463	56	27,934,151	42	69,732,730	64	1,000	
Penn.	27,984,337	30	47,317,914	55	108,374,586	43	223,167,017	64	1,000	
Penn.	5,635,712	30	1,048,494	53	7,168,324	41	15,773,720	49	1,000	
S.C.	7,433,744	42	3,912,076	49	36,132,440	42	35,156,676	46	1,000	
S.D.	3,000,000	30	1,000,000	37	4,000,000	34	12,133,900	46	1,000	
Tenn.	18,417,844	30	6,100,876	6	31,561,113	43	56,089,513	53	1,000	
Texas	444,609,616	31	34,411,811	41	101,447,117	43	221,358,666	63	9,000	
Texas	4,662,414	44	2,417,912	44	9,449,126	60	13,861,416	51	1,000	
Va.	2,679,654	30	1,000,150	51	1,676,166	41	5,361,316	46	1,000	
Va.	191,908	41	16,363,749	63	31,363,651	42	61,667,776	61	1,000	
Wash.	21,814,822	44	12,464,561	56	31,363,651	42	61,667,776	61	1,000	
W.Va.	9,673,239	44	1,301,000	44	16,325,231	30	31,706,000	46	1,000	
Wyo.	36,000,333	44	16,830,149	35	20,000,436	43	61,260,736	53	1,000	
Wyo.	3,239,000	36	1,001,146	56	4,001,142	47	7,436,386	49	1,000	
Wyo.	4,100,109	47	1,162,634	34	9,214,144	60	17,381,099	53	1,000	
U.S. Grand	31,366,000	44	16,830,149	55	51,646,000	40	126,646,001	50	9,000	

SOURCE: 1953 "The Insurance" Magazine

(From Automobile Facts and Figures, 1954)

Projections of the total population of the United States, including the armed forces overseas, July 1, 1953 to 1975, based on various assumptions as to fertility.<sup>1</sup>

1957 Census (in thousands)				
Year	1953	1957	1960	1975
1955	164,782	164,782	164,782	164,782
1960	177,429	177,429	177,429	177,429
1965	199,016	199,016	199,016	199,016
1970	224,222	224,222	224,222	224,222
1975	250,952	250,952	250,952	250,952

The following assumptions as to fertility are implied: A—1953-55 level continues to 1975; B—1955-57 level continues to 1960, then declines to about the 1940 level by 1975; C—1955-57 level declines to about 1940 level by 1975; D—1955-57 level declines to about 1940 level by 1975. The 1950 population, including armed forces overseas, was estimated to be 161,677,000 on July 1, 1950.

Gross national product, 1953 to 1974, projected at a 3 percent per year rate of increase

Year	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974
Billions of dollars	264.9	273.8	287.1	300.7	314.6	328.7	343.1	357.8	372.8	388.0	403.4	419.0	434.8	450.8	467.0	483.4	500.0	516.7	533.6	550.6	567.8	585.1
Total 1955-54	4,435.2																					
Total 1965-74																						10,464.4

Highway construction activity as related to gross national product

Year	Total highway construction expenditures (millions of dollars)	Gross national product (billions of dollars)	Construction as percent of gross national product
1901	813	88.5	1.3
1902	874	89.8	1.3
1903	883	91.0	1.0
1904	987	95.4	1.2
1905	1,077	99.8	1.8
1906	1,273	102.8	1.3
1907	1,299	103.7	1.4
1908	1,315	108.9	1.7
1909	1,355	115.9	1.8
1910	1,385	124.3	1.7
1911	1,447	134.9	1.4
1912	1,545	146.3	1.7
1913	1,600	154.9	1.1
1914	1,645	163.3	1.7
1915	1,702	171.6	1.7
1916	1,771	180.3	1.2
1917	1,871	190.7	1.7
1918	1,961	199.3	1.8
1919	2,002	211.3	1.2
1920	2,096	221.1	1.4
1921	2,174	230.8	1.7
1922	2,131	236.2	1.8
1923	2,273	246.3	1.5
1924	2,499	259.2	1.6
1925	2,722	268.8	1.9
1926	2,729	274.8	1.9

<sup>1</sup> Revised.

Source: U. S. Department of Commerce, Construction and Building Materials, Statistical Supplement, 1928, August 1928; Twenty-Fifth Century Fund, 1921-25, Survey of Current Business, May 1942, p. 12; 1926-28—Council of Economic Advisors, January 1934, 1935-36—Bureau of Public Roads.

Proposed highway construction activity, 1935 to 1961, as related to gross national product projected at 3 percent rate of increase, 1935 dollars

Year	Total highway construction expenditures (millions of dollars)	Gross national product (billions of dollars)	Construction as percent of gross national product
1935	10,136.5	367.1	2.4
1936	10,136.5	376.7	2.5
1937	10,136.5	386.7	2.5
1938	10,136.5	397.0	2.4
1939	10,136.5	407.7	2.3
1940	10,136.5	418.6	2.3
1941	10,136.5	429.7	2.2
1942	10,136.5	441.0	2.1
1943	10,136.5	452.5	2.1
1944	10,136.5	464.2	2.0
Total	101,955.9	4,436.2	2.3
Average			



Table 1. Estimate of travel by motor vehicles, 1921-54

Year	Vehicle-miles (millions)	Percent change from previous year	Year	Vehicle-miles (millions)	Percent change from previous year
1921	65,000		1938	271,177	0.4
1922	67,000	3.1	1939	283,000	4.4
1923	70,000	4.5	1940	292,141	3.2
1924	74,000	5.7	1941	300,000	2.7
1925	79,000	6.8	1942	307,000	2.3
1926	84,000	6.3	1943	315,000	2.6
1927	89,000	6.0	1944	323,000	2.6
1928	94,000	5.6	1945	331,000	2.5
1929	99,000	5.3	1946	339,000	2.4
1930	104,000	5.0	1947	347,000	2.4
1931	109,000	4.8	1948	355,000	2.3
1932	114,000	4.6	1949	363,000	2.3
1933	119,000	4.4	1950	371,000	2.2
1934	124,000	4.2	1951	379,000	2.2
1935	129,000	4.0	1952	387,000	2.1
1936	134,000	3.9	1953	395,000	2.1
1937	139,000	3.7	1954	403,000	2.0

1. Less than 0.1 percent increase.

\* Excludes military traffic.

Sources: Highway Statistics Summary to 1945, Bureau of Public Roads; Highway Statistics for respective years 1947-49, Bureau of Public Roads; Bureau of Public Roads estimates for 1950 and 1954; Automobile Facts and Figures, 1953, Automobile Manufacturers Association for 1921-51 and 1949-51 data; Public Roads June 1954, Vol. 28, No. 2, for 1952 data.

*State and Federal gasoline tax rates by years*<sup>1</sup>  
[Cents per gallon]

[illegible]

See footnotes at end of table.

*State and Federal gasoline tax rates by years*<sup>1</sup>—Continued  
(Cents per gallon)

State	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383	2384	2385	2386	2387	2388	2389	2390	2391	2392	2393	2394	2395	2396	2397	2398	2399	2400	2401	2402	2403	2404	2405	2406	2407	2408	2409	2410	2411	2412	2413	2414	2415	2416	2417	2418	2419	2420	2421	2422	2423	2424	2425	2426	2427	2428	2429	2430	2431	2432	2433	2434	2435	2436	2437	2438	2439	2440	2441	2442	2443	2444	2445	2446	2447	2448	2449	2450	2451	2452	2453	2454	2455	2456	2457	2458	2459	2460	2461	2462	2463	2464	2465	2466	2467	2468	2469	2470	2471	2472	2473	2474	2475	2476	2477	2478	2479	2480	2481	2482	2483	2484	2485	2486	2487	2488	2489	2490	2491	2492	2493	2494	2495	2496	2497	2498	2499	2500	2501	2502	2503	2504	2505	2506	2507	2508	2509	2510	2511	2512	2513	2514	2515	2516	2517	2518	2519	2520	2521	2522	2523	2524	2525	2526	2527	2528	2529	2530	2531	2532	2533	2534	2535	2536	2537	2538	2539	2540	2541	2542	2543	2544	2545	2546	2547	2548	2549	2550	2551	2552	2553	2554	2555	2556	2557	2558	2559	2560	2561	2562	2563	2564	2565	2566	2567	2568	2569	2570	2571	2572	2573	2574	2575	2576	2577	2578	2579	2580	2581	2582	2583	2584	2585	2586	2587	2588	2589	2590	2591	2592	2593	2594	2595	2596	2597	2598	2599	2600	2601	2602	2603	2604	2605	2606	2607	2608	2609	2610	2611	2612	2613	2614	2615	2616	2617	2618	2619	2620	2621	2622	2623	2624	2625	2626	2627	2628	2629	2630	2631	2632	2633	2634	2635	2636	2637	2638	2639	2640	2641	2642	2643	2644	2645	2646	2647	2648	2649	2650	2651	2652	2653	2654	2655	2656	2657	2658	2659	2660	2661	2662	2663	2664	2665	2666	2667	2668	2669	2670	2671	2672	2673	2674	2675	2676	2677	2678	2679	2680	2681	2682	2683	2684	2685	2686	2687	2688	2689	2690	2691	2692	2693	2694	2695	2696	2697	2698	2699	2700	2701	2702	2703	2704	2705	2706	2707	2708	2709	2710	2711	2712	2713	2714	2715	2716	2717	2718	2719	2720	2721	2722	2723	2724	2725	2726	2727	2728	2729	2730	2731	2732	2733	2734	2735	2736	2737	2738	2739	2740	2741	2742	2743	2744	2745	2746	2747	2748	2749	2750	2751	2752	2753	2754	2755	2756	2757	2758	2759	2760	2761	2762	2763	2764	2765	2766	2767	2768	2769	2770	2771	2772	2773	2774	2775	2776	2777	2778	2779	2780	2781	2782	2783	2784	2785	2786	2787	2788	2789	2790	2791	2792	2793	2794	2795	2796	2797	2798	2799	2800	2801	2802	2803	2804	2805	2806	2807	2808	2809	2810	2811	2812	2813	2814	2815	2816	2817	2818	2819	2820	2821	2822	2823	2824	2825	2826	2827	2828	2829	2830	2831	2832	2833	2834	2835	2836	2837	2838	2839	2840	2841	2842	2843	2844	2845	2846	2847	2848	2849	2850	2851	2852	2853	2854	2855	2856	2857	2858	2859	2860	2861	2862	2863	2864	2865	2866	2867	2868	2869	2870	2871	2872	2873	2874	2875	2876	2877	2878	2879	2880	2881	2882	2883	2884	2885	2886	2887	2888	2889	2890	2891	2892	2893	2894	2895	2896	2897	2898	2899	2900	2901	2902	2903	2904	2905	2906	2907	2908	2909	2910	2911	2912	2913	2914	2915	2916	2917	2918	2919	2920	2921	2922	2923	2924	2925	2926	2927	2928	2929	2930	2931	2932	2933	2934	2935	2936	2937	2938	2939	2940	2941	2942	2943	2944	2945	2946	2947	2948	2949	2950	2951	2952	2953	2954	2955	2956	2957	2958	2959	2960	2961	2962	2963	2964	2965	2966	2967	2968	2969	2970	2971	2972	2973	2974	2975	2976	2977	2978	2979	2980	2981	2982	2983	2984	2985	2986	2987	2988	2989	2990	2991	2992	2993	2994	2995	2996	2997	2998	2999	3000
Alaska	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				

\* This table gives the tax rates at 1¢ per gallon during the year, and the tax rates at 1¢ per gallon for the year. The tax rates are for the year ending August 31. For the rates in earlier years, see, U. S. Department of Agriculture, *Statistical Abstract*, 1954.

Estimated expenditures for highway and street purposes, 1953-51<sup>1</sup>

Expenditures on—	1953 projected very estimate		1951 forecast	
	Million dollars	Percent	Million dollars	Percent
<b>State highways:</b>				
Capital outlay.....	2,276	35.5	2,749	42.4
Maintenance.....	628	10.4	663	10.3
Administration.....	130	2.2	137	2.1
Highway police.....	122	1.9	127	1.9
Interest.....	170	2.7	178	2.7
<b>Total direct expenditures.....</b>	<b>3,326</b>	<b>52.7</b>	<b>3,864</b>	<b>59.4</b>
Obligations retired <sup>2</sup> .....	124	2.0	130	2.0
<b>Total disbursements.....</b>	<b>3,450</b>	<b>54.7</b>	<b>3,994</b>	<b>61.4</b>
<b>County and other local rural roads:</b>				
Capital outlay.....	641	10.4	698	10.8
Maintenance.....	674	11.0	680	10.6
Administration.....	34	0.5	35	0.5
Interest.....	27	0.4	28	0.4
<b>Total direct expenditures.....</b>	<b>1,376</b>	<b>22.3</b>	<b>1,441</b>	<b>22.3</b>
Obligations retired <sup>2</sup> .....	84	1.4	85	1.3
<b>Total disbursements.....</b>	<b>1,460</b>	<b>23.7</b>	<b>1,526</b>	<b>23.6</b>
<b>Urban streets:</b>				
Capital outlay.....	472	7.6	481	7.4
Maintenance.....	405	6.5	431	6.7
Administration.....	40	0.6	43	0.7
Interest.....	40	0.6	41	0.6
<b>Total direct expenditures.....</b>	<b>957</b>	<b>15.3</b>	<b>996</b>	<b>15.4</b>
Obligations retired <sup>2</sup> .....	125	2.0	130	2.0
<b>Total disbursements.....</b>	<b>1,082</b>	<b>17.3</b>	<b>1,126</b>	<b>17.4</b>
<b>Federal expenditures not classified by system:</b>				
Capital outlay.....	41	0.6	42	0.6
<b>All other expenditures:</b>				
Capital outlay.....	3,223	51.3	3,739	57.2
Maintenance.....	1,000	15.7	1,030	15.7
Administration.....	245	3.8	254	3.9
Highway police.....	122	1.9	127	1.9
Interest.....	170	2.7	178	2.7
<b>Total direct expenditures.....</b>	<b>5,460</b>	<b>85.4</b>	<b>6,327</b>	<b>95.5</b>
Obligations retired <sup>2</sup> .....	111	1.8	115	1.8
<b>Grand total.....</b>	<b>6,571</b>	<b>103.2</b>	<b>7,442</b>	<b>113.3</b>

<sup>1</sup> Federal and State data are for calendar year; local data are for varying fiscal years.  
<sup>2</sup> Excludes expenditures for State or Federal construction of state highways.  
<sup>3</sup> Includes maintenance and administration not charged to capital outlay and maintenance and other vehicles.  
<sup>4</sup> Excludes planning and engineering.  
<sup>5</sup> Includes funds of other agencies expended directly for highway purposes and not reported by these agencies. Expenditures were principally for capital outlay and are included as such in the totals.  
Source: Bureau of Public Roads, table HF-2, based June 1954.

Estimated long-term highway obligations issued, redeemed and outstanding,  
1953-54<sup>1</sup>

Item	1953 estimate in millions of dollars	1954 forecast in millions of dollars
Issued during year: <sup>2</sup>		
State obligations	1,539	1,672
County and other local rural obligations	13	80
Urban obligations	220	240
Total	1,772	1,992
Less: Redemption and interest obligations: <sup>3</sup>		
State assumed local debt for interest	1	1
Interest obligations not public debt	1	1
Total public long-term highway debt issued	1,770	1,990
Redeemed during year: <sup>4</sup>		
State obligations	135	135
County and other local rural obligations	83	84
Urban obligations	125	125
Total	343	344
Less: Redemption and interest obligations: <sup>3</sup>		
State assumed local debt for interest	1	1
Interest obligations not public debt	1	1
Total public highway debt redeemed	343	346
Outstanding at end of year:		
State obligations	1,404	1,857
County and other local rural obligations	30	84
Urban obligations	190	115
Total	1,624	2,056
Less: Redemption and interest obligations: <sup>3</sup>		
State assumed local debt for interest	1	1
Interest obligations not public debt	1	1
Total public highway debt outstanding	1,622	2,054

<sup>1</sup> State data are for calendar year; local data are for varying fiscal years.  
<sup>2</sup> Issuance of bonds not included.  
<sup>3</sup> Redemption by refunding not included.  
Source: Bureau of Public Roads, table HB-1 preliminary, issued June 1954.

U. S. DEPARTMENT OF COMMERCE, BUREAU OF PUBLIC ROADS

Estimate of Highway Receipts and Expenditures, 1953-June 1954

Total disbursements for highway purposes are expected to reach \$6.4 billion in 1954, an increase of \$66 million over 1953 and \$1.1 billion over 1952.

All expenditure items will show increases during 1954, but it is expected that capital outlay expenditures will account for the major portion of the increase. Estimated capital outlays of \$3,729 million will exceed the 1953 total by \$567 million and the 1952 total by almost \$1 billion.

Maintenance, administration, and highway police expenditures will show only nominal increases in 1954, but interest payments will be up \$41 million over 1953 and thus will continue to show the impact of the large-scale use of credit financing.

Principal payments of \$233 million in 1953 and \$265 million in 1954 are higher than the 1952 payments, but still do not reflect the greatly accelerated use of bond issues in the highway field. This expenditure item can be expected to increase materially during the next few years, however.

Total receipts for highway purposes are expected to exceed \$7 billion in 1954, while estimated receipts for 1953 were just under that figure. The 1954 forecast of \$7,250 million is \$3.0 million greater than the first estimate of \$6,889 million and approximately \$1.5 billion more than the 1952 receipts.

All receipt items for both years, however, show fairly substantial increases over 1952. For 1954 Federal aid is up over \$100 million, highway user charges up \$302 million, property taxes, general revenue, and miscellaneous receipts up over \$200 million, and toll receipts up \$21 million over 1952. Further increases in Federal funds and toll receipts can be expected during the next few years.

The tremendous amount of bonds issued during 1953 and 1954 accounts for the major portion of the increase of total receipts over 1952. Bond issues of \$1,832 million in 1953 and \$1,922 million in 1954 are \$420 million and \$400 million greater, respectively, than the 1952 issues. Toll facility revenue bonds totalling over \$1.5 billion were issued in 1953, and it is anticipated that over \$1.1 billion will be issued in 1954.

Highway debt outstanding at the end of 1954 is expected to approach the \$9 billion mark, an increase of \$1.5 billion over 1953 and a little more than \$3.0 billion over 1952. This spectacular increase in debt outstanding is due, of course, to the issuance of toll revenue bonds. At the end of 1952 it was estimated that approximately \$1.5 billion of toll revenue bonds were outstanding. To that can be added the \$2.7 billion issued during 1953 and 1954, making a total of about \$4.5 billion of toll facility bonds outstanding, of which about \$4.0 billion are not full faith and credit obligations of the governmental units. Thus, the outstanding highway debt of the governmental units remains relatively low as compared to revenues. However, the entire debt outstanding for highway purposes has to be repaid by the highway user, regardless of whether the credit of the issuing government is pledged.

It will be noted in the estimates for the 2 years included in this bulletin that the cumulative receipts are almost \$2.0 billion greater than the estimated disbursements, which indicates that there is little possibility that 1953 activities in the highway field will decline appreciably.

Receipts and Disbursements for Highway Purposes, 1953 and 1954

Receipts	Disbursements
1953	1953
1954	1954
1952	1952
1951	1951
1950	1950
1949	1949
1948	1948
1947	1947
1946	1946
1945	1945
1944	1944
1943	1943
1942	1942
1941	1941
1940	1940
1939	1939
1938	1938
1937	1937
1936	1936
1935	1935
1934	1934
1933	1933
1932	1932
1931	1931
1930	1930
1929	1929
1928	1928
1927	1927
1926	1926
1925	1925
1924	1924
1923	1923
1922	1922
1921	1921
1920	1920
1919	1919
1918	1918
1917	1917
1916	1916
1915	1915
1914	1914
1913	1913
1912	1912
1911	1911
1910	1910
1909	1909
1908	1908
1907	1907
1906	1906
1905	1905
1904	1904
1903	1903
1902	1902
1901	1901
1900	1900



Estimated revenues for highway and street purposes, 1953-54<sup>1</sup>

Source	1953 preliminary estimate		1954 forecast	
	Million dollars	Percent	Million dollars	Percent
<b>Federal Government:</b>				
Funds expended under the supervision of Bureau of Public Roads:				
Federal Road Fund:	255	7.8	255	7.8
Forest, park, and public lands:	27	0.8	27	0.8
Other:	1	.0	1	.0
Subtotal:	283	8.6	283	8.6
Other Federal funds:	40	.9	40	.9
Total Federal Government:	323	9.5	323	9.5
<b>State governments:</b>				
Highway-user imposts:	5,987	43.6	5,181	41.4
Toll receipts:	143	1.1	140	1.1
Property taxes and general revenues:	26	.2	26	.2
Miscellaneous:	19	.1	19	.1
Total revenues:	6,175	45.0	5,466	43.8
Bond issue proceeds <sup>2</sup> :	1,530	11.2	1,472	11.7
Total receipts:	7,705	56.2	6,938	55.5
<b>County and other local rural units:</b>				
Highway-user imposts:	4	.1	5	.1
Toll receipts:	15	.1	17	.1
Property taxes and general revenues:	601	4.5	585	4.6
Miscellaneous:	26	.2	26	.2
Total revenues:	646	4.8	633	5.0
Bond issue proceeds <sup>2</sup> :	73	.5	88	.7
Total receipts:	720	5.3	721	5.7
<b>Urban places:</b>				
Highway-user imposts:	27	.2	27	.2
Toll receipts:	45	.3	44	.3
Property taxes and general revenues:	274	2.0	269	2.1
Miscellaneous:	6	.0	7	.0
Total revenues:	352	2.5	347	2.6
Bond issue proceeds <sup>2</sup> :	229	1.7	240	1.9
Total receipts:	581	4.2	587	4.6
<b>Summary:</b>				
Federal funds:	323	9.5	323	9.5
Highway-user imposts:	5,987	43.6	5,181	41.4
Toll receipts:	158	1.2	154	1.2
Property taxes and general revenues:	1,111	8.2	1,102	8.8
Miscellaneous:	128	.9	128	1.0
Grand total revenues:	8,709	62.3	7,888	62.9
Bond issue proceeds:	1,732	12.6	1,700	13.6
Grand total receipts:	10,441	74.9	9,588	76.5

<sup>1</sup> Federal and State data are for calendar year; local data are for varying fiscal years.

<sup>2</sup> Refunding issues not included.

Source: Bureau of Public Roads, table P-1, issued June 1954.

System	10-year total construction needs, 1955 to 1964	Amount
Interstate—rural		\$13,052,000,000
Interstate—urban		1,007,000,000
Other Federal-aid primary—rural		39,000,000,000
Other Federal-aid primary—urban		10,000,000,000
Federal-aid secondary		14,000,000,000
Other rural roads		17,000,000,000
Other city streets		15,000,000,000
Grand total, all roads and streets		101,058,000,000

Note.—These figures represent the preliminary accumulation of estimates made by the State highway departments in response to Bureau of Public Roads memorandum of July 16, 1954. This memorandum requested estimates of the costs of constructing the proposed system of highways as directed by Section 12 of the Federal-aid Highway Act of 1946. These estimates should be considered in conjunction with that memorandum in order to be properly interpreted.

Typical motor-vehicle registration fees<sup>1</sup> status as of Jan. 1, 1954

State <sup>1</sup>	Automobiles	Medium single-unit truck	Farm single-unit truck	Tractor trucks	Trailer-trucks	Combinations
Alabama	22.00	272.50	222.50	8100.00	250.00	1150.00
Alaska	3.50	35.00	35.00	99.50	80.00	120.48
Arizona	11.00	45.00	35.00	200.00	5.00	205.00
Arkansas	8.00	40.00	40.00	80.00	100.00	100.00
California	6.50	17.50	17.50	25.00	20.00	45.00
Colorado	7.00	37.50	37.50	270.00	—	200.00
Connecticut	15.00	32.00	38.00	95.70	27.30	172.00
Delaware	15.00	50.00	50.00	90.00	100.00	190.00
District of Columbia	8.50	10.00	10.00	81.00	61.00	95.00
Florida	6.00	30.00	30.00	440.00	—	800.00
Georgia	11.00	35.00	35.00	211.00	—	211.00
Idaho	22.00	35.00	35.00	45.70	60.00	405.00
Illinois	11.50	100.00	100.00	250.00	125.00	275.00
Indiana	4.50	22.00	4.00	350.00	—	350.00
Iowa	4.00	97.00	10.00	160.00	160.00	380.00
Kansas	14.00	67.00	60.00	800.00	8.00	805.00
Kentucky	14.00	35.00	10.00	85.00	100.00	185.00
Louisiana	16.00	30.00	19.00	130.00	3.00	122.00
Maine	16.00	35.00	35.00	154.00	127.75	291.75
Maryland	16.00	35.00	35.00	154.00	127.75	291.75
Massachusetts	16.00	35.00	35.00	154.00	127.75	291.75
Michigan	16.00	35.00	35.00	154.00	127.75	291.75
Minnesota	16.00	35.00	35.00	154.00	127.75	291.75
Mississippi	16.00	35.00	35.00	154.00	127.75	291.75
Missouri	16.00	35.00	35.00	154.00	127.75	291.75
Montana	16.00	35.00	35.00	154.00	127.75	291.75
Nebraska	16.00	35.00	35.00	154.00	127.75	291.75
Nevada	16.00	35.00	35.00	154.00	127.75	291.75
New Hampshire	16.00	35.00	35.00	154.00	127.75	291.75
New Jersey	16.00	35.00	35.00	154.00	127.75	291.75
New Mexico	16.00	35.00	35.00	154.00	127.75	291.75
New York	16.00	35.00	35.00	154.00	127.75	291.75
North Carolina	16.00	35.00	35.00	154.00	127.75	291.75
North Dakota	16.00	35.00	35.00	154.00	127.75	291.75
Ohio	16.00	35.00	35.00	154.00	127.75	291.75
Oklahoma	16.00	35.00	35.00	154.00	127.75	291.75
Oregon	16.00	35.00	35.00	154.00	127.75	291.75
Pennsylvania	16.00	35.00	35.00	154.00	127.75	291.75
Rhode Island	16.00	35.00	35.00	154.00	127.75	291.75
South Carolina	16.00	35.00	35.00	154.00	127.75	291.75
South Dakota	16.00	35.00	35.00	154.00	127.75	291.75
Tennessee	16.00	35.00	35.00	154.00	127.75	291.75
Texas	16.00	35.00	35.00	154.00	127.75	291.75
Utah	16.00	35.00	35.00	154.00	127.75	291.75
Vermont	16.00	35.00	35.00	154.00	127.75	291.75
Virginia	16.00	35.00	35.00	154.00	127.75	291.75
Washington	16.00	35.00	35.00	154.00	127.75	291.75
West Virginia	16.00	35.00	35.00	154.00	127.75	291.75
Wisconsin	16.00	35.00	35.00	154.00	127.75	291.75
Wyoming	16.00	35.00	35.00	154.00	127.75	291.75
District of Columbia	8.50	10.00	10.00	81.00	61.00	95.00

<sup>1</sup> A 1951 model 4-door sedan was used as a "typical" passenger car. A 1961 stake body truck of 2,200 pounds empty weight, and 12,500 pounds gross vehicle weight was used as the "typical" single-unit truck. A tractor of 6,000 pounds empty weight and a semitrailer of 7,200 pounds empty weight, registered for 40,000 pounds gross weight, were selected as a "typical" combination.

<sup>2</sup> For States registering the tractor and semitrailer as a unit, the fee for the combination is given in the "Tractor" column.

Source: Bureau of Public Roads, Table MV-220.

U. S. GOVERNMENT PRINTING OFFICE: 1955

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87,

Hi Ann,

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Mr. Mohr.

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Regards  
May Carson

ADMINISTRATIVE FILE

Highway Improvement  
Committee  
X

THE PRESIDENT'S HIGHWAY PROGRAM  
AND WHAT HAPPENED TO IT

by W. A. Bresnahan, Assistant General Manager  
American Trucking Associations, Incorporated

President Eisenhower's "grand plan" for a big highway program was announced in a speech read for him by Vice-President Nixon at the 1954 Governors' Conference, held in July at Lake George, N. Y.

The president called attention to the great need for better highways in the interest of the national defense and economy. He did not actually lay out a "grand plan", but suggested that such a plan be developed jointly by the Federal and State Governments to provide the type of highway system the nation needs. The idea promptly received the support of the Governors, the press and the public.

On September 7, 1954, the president announced that he had appointed an advisory committee headed by Gen. Lucius Clay to study the matter and submit recommendations.

On October 7 and 8, the Clay Committee held informal public hearings to get the views of interested parties. The American Trucking Associations, Inc., speaking for the trucking industry, was among those who appeared and supported prompt completion by the Federal Government of the 40,000-mile interstate defense road system laid out by the Bureau of Public Roads, American Association of State Highway Officials, and the defense agencies.

The recommendations of the Clay Committee were made public in January, 1955. The committee recommended that the Federal Government build the 40,000-mile interstate defense system in 10 years at a cost of about \$24 billion; that the work be financed by 30-year bonds supported by part of the revenue from the existing Federal gasoline tax. There would be no additional state matching requirements, other than that required by the Federal Aid Act of 1954 - relatively nominal amounts - and no provision for increased taxes.

Democratic leaders in the Senate soon let it be known that they objected to the bond financing aspects of the Clay Committee proposal and on February 11, 1955 Senator Albert Gore (D., Tenn.), chairman of the Senate Roads Subcommittee, introduced his own bill (S. 1048). This original Gore bill would have been a five-year program and would have made substantial increases in the regular Federal-aid program and would have allocated \$500 million a year for the interstate system, the latter to be matched on a  $66\frac{2}{3} - 33\frac{1}{3}$  basis. This was generally considered an inadequate bill, since completion of the interstate system in ten or twelve years would require allocations of about \$2 billion a year. Moreover, the matching requirements would have been very difficult for many states to meet. The bill contained no financing provisions.

In any event, hearings were begun on the Gore bill on February 21, 1955. This was unusual in two respects: (1) highway legislation ordinarily originates in the House, and (2) the president had not yet officially submitted his recommendations (the Clay Committee proposals) to Congress.

Several days after the hearings had been underway, the president sent the Clay Committee proposals to Congress with a recommendation that they be approved. The Clay Committee proposals were placed in bill form and introduced by Republican members of the Senate Roads Subcommittee as S. 1160.

One of the co-sponsors was Senator Case (R., S.D.), who nevertheless took a dim view of the bonding features of the administration bill, and a few days later he introduced the Case Bill (S. 1573). The Case Bill was substantially the same as the administration bill except that in lieu of bonds he proposed financing the interstate system with bridge and tunnel tolls plus Federal license fees on trucks ranging as high as \$1,200 a truck.

The American Trucking Associations, Inc., appeared at the hearings and took this position:

1. Unqualified support for the presidential program to build the interstate system in 10 or 12 years.



2. Support for the bond financing plan if acceptable to Congress.

3. Pointed out that in the past special Federal fuel and automotive excise taxes collected from motor vehicle owners had exceeded Federal highway expenditures by \$10 billion; that current collections from such taxes were almost \$2.5 billion a year or more than enough to finance the proposed highway program on a pay-as-you-go basis without any tax increases; that the primary purpose of the program was national defense—a responsibility of all the people.

4. Nevertheless, expressed willingness of truck owners to pay their fair share of increased taxes if Congress deemed increased taxes the only way the program could be accomplished.

5. Objected vigorously to being singled out by the Case Bill as the only group to pay increased taxes.

Public Hearings before Senate Roads Subcommittee ended April 15, 1955 and the Committee began executive sessions. Senator Gore revised his bill (S. 1048) and re-introduced it on May 13, 1955. The revised Gore bill was patterned after the original, but substantially increased the amounts for the interstate system and adjusted the matching basis to 90% Federal and 10% State. It was still generally considered a very inadequate bill.

Nevertheless, the revised Gore bill was reported out by the Committee, and brought to the Senate floor on May 20, 1955. The administration bill reflecting the presidential recommendations was offered as a substitute on the floor and defeated by a 2 to 1 majority. The Senate then passed the Gore bill on a voice vote and sent it to the House.

In the meantime, the House Public Works Committee, on April 18, 1955, had begun hearings on H.R. 4260, identical with the Administration or Clay bill which was defeated in the Senate.

During the House hearings the American Trucking Associations, Inc., again appeared and re-stated its position, and again said that if Federal motor vehicle taxes had to be increased the trucking industry was willing to bear its fair share of such increases. The House hearings were concluded May 27, 1955.



For an entire month after the close of the hearings, Democratic members considered the matter in caucus and did not meet with Republican members of the committee. There were strong and well-founded rumors that:

1. Democratic House leaders felt the Gore bill was inadequate, probably would be vetoed if passed, and that the House should adopt a bill comparable to the President's program from the standpoint of highway construction, or run the risk of having the Democrats charged with sabotaging the highway program.

2. Since the Democratic leadership in both houses had emphatically turned thumbs down on the bond-financing program, it was decided that the highway legislation should be accompanied by and directly tied in with tax increases, since adoption of a big highway program without any means of financing it might lay them open to a new charge of being "fiscally irresponsible".

3. In order to achieve this unusual objective--the combining of highway expenditure authorizations and a \$12 billion tax program into a single bill--it was decided that the Ways and Means Committee which always originates tax legislation would be by-passed and the entire bill, including the tax provisions, would be written and reported by the Public Works Committee.

These rumors were substantiated when, after a month of caucusing by Democratic members of the Public Works Committee, Rep. George Fallon (D., Md.), chairman of the Roads Subcommittee, introduced H. R. 7072--the Fallon bill.

From the standpoint of the highway program it was considered a good bill, generally in line with the President's program. But the tax provisions were fantastic.

H. R. 7072 proposed to increase the gasoline tax from 2 cents to 3 cents. However, it also proposed to increase the diesel fuel tax from 2 cents to 6 cents, resulting in rough discrimination against the small fraction of makers and users of diesel engines. The real crusher was a proposed 900 per cent increase in the tax on large tires of the type used by trucks and buses.

The present tax on tires is 5 cents a pound, on all tires. The original Fallon bill would have made no increase on small tires, but would have increased the tax on large tires to 50 cents a pound, more than 10x a tire!

As might have been expected there was an immediate and spontaneous outcry from all over the country, and from every segment of the economy. Large and small, the producers and users of diesel fuel and large tires and tubes, swamped their members of Congress with protests, and many Congressmen of both political parties joined in protesting these extraordinary proposals which never had been considered by the Ways and Means Committee and upon which no hearings had been held.

This bill, H. R. 7072, was introduced on June 28, 1955. The next day the full Public Works Committee met in a stormy executive session, as Republican members for the first time got an official look at the proposed legislation.

The upshot was appointment on July 6, 1955 of a special nine-man sub-committee--five Democrats and four Republicans--charged with the responsibility of revising the tax proposals at least to a point where calm consideration might begin.

Two days later, on Friday, July 8, the special sub-committee submitted revised tax schedules, scaling the tax on large tires down to 15 cents a pound -- still an increase of 200 per cent and more than \$15 a tire.

Two days of hearings were hurriedly arranged for the following Monday and Tuesday, July 11 and 12. The hearings were before the Public Works Committee, and a sub-committee from the Ways and Means Committee was allowed to sit in and listen and ask questions, but with no voting privileges. Each interested group was allowed one witness to speak for it.

At the outset, a spokesman for Republican members of the Ways and Means Committee entered a strong protest against the manner in which the Ways and Means Committee had been by-passed.

Then 40 witnesses, representing as many interested groups, were paraded hurriedly to the stand. Some of them protested any increased taxes. Some pleaded for exemptions. Most of them cited the fact that Federal motor vehicle taxes already were yielding enough to pay for the program. Virtually all of them complained about the manner in which the whole thing had been handled.

The American Trucking Associations, Inc., again reiterated its support of the highway program; again reiterated the willingness of truck owners to pay their fair share of increased taxes if increased taxes had to be made; and again reiterated

its objection to being singled out for punitive treatment as in the case of the diesel tax and the tire tax. The trucking organization pleaded for "across-the-board" increases and pointed out that the same amount of money could be raised with very moderate increases on all highway users without singling out less than one per cent of the motor vehicles to bear the burden of 30 per cent of the proposed increases.

The hearings on the proposed \$12 billion tax program lasted 12 hours -- a billion dollars an hour.

A week later, on July 19, Rep. Fallon revised his bill, incorporating the tax provisions which had been tossed out for grabs by the nine-man sub-committee and still containing a discriminatory 2-cent increase in the diesel fuel tax and the discriminatory increase of 10 cents a pound in the tax on large tires. This new Fallon bill was H. R. 7474.

The next day, on July 20, Rep. Dondero of Michigan, the ranking Republican member of the Public Works Committee introduced H. R. 7494--a somewhat revised version of the administration's bond-financing bill.

One day later, Rep. Thompson (D., La.) and several other Southern Democrats introduced a bill (H. R. 7542) which would have cut the highway program in half and contained no tax provisions.

By majority vote, the Public Works Committee reported out the Fallon bill, H. R. 7474, with some revisions. The one-cent increase in the gasoline tax remained the same. The four-cent increase in diesel fuel tax was reduced to a two-cent increase -- still a discriminatory 100 per cent differential. The discriminatory and burdensome increase to 15 cents a pound on large tires and tubes remained unchanged. And a proposed new tax of 15 cents a pound on the "camelback" material used in retreading tires was changed to apply only to "camelback" used for retreading larger tires--a new discrimination.

In reporting out the Fallon bill, the committee could not agree on the type of rule to request from the Rules Committee. A motion to request a closed rule on the tax provisions, which permits no floor amendments, was turned down. So was a motion to request an open rule, which does permit floor amendments. This left it up to Mr. Fallon to use his own judgment when he appeared before the Rules Committee.

- 7 -

The 12-man Rules Committee--8 Democrats and 4 Republicans--met on July 25, 1955. Mr. Fallon explained the bill and requested a closed rule on the tax section, precluding consideration of amendments on the floor. Questions by members of the Rules Committee indicated general distaste for the manner in which the entire matter had been handled and great reluctance to grant a closed rule, even though that is customary with respect to tax measures.

Representative Tom Steed (D., Okla.) appeared before the Rules Committee and urged a rule that would permit consideration on the floor of just one specific amendment which he had drafted. He was joined in the request by several colleagues from both parties. The Steed Amendment would have raised the same amount of tax money as the Fallon bill without discriminating against any groups. It would have increased the tax on both gasoline and diesel fuel by one cent. It would have increased the tax on ALL tires and tubes by two cents, and reduced the tax on "camelback" for retreading to 4 cents but applied it to ALL "camelback". In effect, the Steed Amendment simply would have made moderate increases in the existing tax schedules worked out over a long period of years by the appropriate fiscal committees of Congress.

However, the Democratic leadership in the House insisted upon a closed rule and the Steed Amendment was precluded from floor consideration by a close 7 to 5 vote.

The rule issued by the Rules Committee permitted floor consideration of the Dondero (administration) bill containing the bond-financing provisions and the Thompson (Southern Democrat) bill containing no financing provisions, but permitted no consideration of changes in the tax provisions of the Fallon bill.

Since defeat of the Dondero and Thompson bills virtually was a foregone conclusion, this meant that the House of Representatives was given the Fallon bill on a "take-it-or-leave-it" basis.

Floor debate began on July 26. The Senate Finance Committee, believing along with everyone else that the House would pass the Fallon bill by nightfall, announced that it would hold hearings the next morning, July 27.



American Trucking Associations, Inc., again prepared to reiterate the sound, logical, reasonable and fair position it consistently had expressed almost from the moment the president announced his proposal at the 1954 Governor's Conference.

After expressing support of the road program by the trucking industry and the willingness of truck owners to pay their fair share of necessary across-the-board increases in motor vehicle taxes, the statement of the American Trucking Associations, Inc., added:

"If the motor vehicle taxes have to be increased to yield the amount contemplated in H.R. 7474, we believe the method proposed by Representative Steed is a more practical and equitable way of doing it. We urge the (Senate Finance) committee to keep in mind that even under the across-the-board increases contained in the Steed proposal the increases fall much more heavily upon large vehicles than upon small vehicles

"For example, under the Steed proposal the typical light-weight passenger car would pay additional taxes of \$7.88, an increase of only 4.5 per cent. The increase on a typical five-axle trailer truck would amount to \$693.00, or about 30 per cent.

"Under the tax schedules proposed in H.R. 7474, the increase on the same typical passenger car would be \$5.76 or 3.3 per cent, while the increase on the same five-axle trailer truck would be \$1,031 or 43.4 per cent.

"Thus, our objections to the tax schedules in H.R. 7474 are based both upon the principles of equity involved and upon the magnitude of the practical burden involved. Again, we urge that if it is necessary to increase the tax burden upon the owners of motor vehicles the increases should be equitable and avoid placing a damaging burden upon any single group through discriminatory differentials. . ."

But the Senate Finance Committee hearings were called off because the Fallon bill was killed in what was termed one of the most stunning defeats in recent years. The Speaker of the House blamed the "truck lobby", but this is both unfair and unrealistic.

Certainly the justified objections to the Fallon bill expressed by truck owners and truck drivers, plus objections voiced by the rubber, petroleum and bus industries, among others, were a factor.

But more important were the combination of political, regional and economic circumstances involved, plus resentment on the part of many House members, including many Democrats, of the entire way in which the highway bill had been handled in the House.

This was obvious to anyone who listened to the debate and observed the votes.

The first of the three bills cleared by the Rules Committee to come to a vote was the Thompson bill, which cut the highway program in half and contained no financing provisions.

Supporters of this bill, mostly Southern Democrats, argued that the other programs were too big; that they concentrated too much expenditure on one segment of the highway system; and that the program could be started without increasing taxes and later expanded after the House through its proper committee had an opportunity to work out a fair and equitable tax program.

The Thompson bill was defeated by a standing vote of 178 to 89. No one expected it to pass, but the vote was significant. The 89 votes for it, mostly Southern Democrats, indicated a substantial regional revolt against the Fallon bill since it was known that few if any Democrats would vote for the Dondero (Administration) bond-financing bill. The hand-writing was on the wall.

When the Dondero (Administration) bond-financing bill was brought to a vote, the division was almost strictly along party lines, as expected. It was defeated by teller vote 184 (almost all Democrats) to 178 (almost all Republicans).

Having made a good showing on the Dondero bill, it seems that the bulk of the Republicans decided to join revolting Democrats and administer a thumping defeat to the Fallon bill and those who had steered it roughshod through one of the strangest and most unprecedented legislative courses in the history of Congress.

The Fallon bill was snowed under 292 to 123, with the vote cutting across party lines.



To blame its demise upon the trucking industry, which supported the road program and consistently expressed its willingness to pay a fair share of necessary tax increases, and did no more than exercise the American right to plea for fair play, is both naive and unjust.

Here are just a few of the important factors which combined to upset the Fallon bill:

1. The original bill, proposing a tax of more than \$50 a tire and 6 cents a gallon on diesel fuel provoked a storm of protest from literally thousands of people in all segments of the economy, and this avalanche of protest against the "Fallon Bill" continued long after the bill had been amended. The proposal of taxes of such magnitude was considered just as "irresponsible" as would have been failure to provide any means of financing at all.

2. Southern Democrats made it clear that they felt highway programs should be left to the states; that they were alarmed by the size of the program, and that they felt the South would receive less than a proportionate share of the benefits.

3. Many western congressmen viewed the differential against diesel fuel as unfair to their region, since the bulk of the diesel-engined trucks are operated in the West.

4. Many congressmen from populous states which have gone heavily into toll road operation were fearful of the effect the bill would have on their existing and proposed toll roads.

5. Many Republicans resented the fact that the Democrats voted en masse against the President's program and were in a retaliatory mood.

6. Many Democrats were fearful that Republicans would get credit for the highway program and that Democrats would get "credit" for the objectionable tax program.

7. Both Democrats and Republicans resented the refusal of the House leadership to even consider a compromise.

8. Many Republicans felt that a thumping defeat of the Fallon bill might make the Democratic leadership more willing to compromise, either immediately or later.

- 11 -

9. Many House members on both sides felt it was unfair to make any increase in motor vehicle taxes since the existing motor vehicle taxes already amount to almost \$2.5 billion—enough to pay for the President's program on a current basis.

10. Many House members on both sides objected to the manner in which the tax provisions of the Fallon bill had by-passed the Ways and Means Committee, and to the brevity of the hearings on the tax provisions.

\* \* \* \*

WMC J O 1822

THE PRESIDENT'S HIGHWAY PROGRAM  
AND WHAT HAPPENED TO IT

By W. A. Bresnahan, Assistant General Manager  
American Trucking Associations, Incorporated

President Eisenhower's "grand plan" for a big highway program was announced in a speech read for him by Vice-President Nixon at the 1954 Governors' Conference, held in July at Lake George, N. Y.

The president called attention to the great need for better highways in the interest of the national defense and economy. He did not actually lay out a "grand plan", but suggested that such a plan be developed jointly by the Federal and State Governments to provide the type of highway system the nation needs. The idea promptly received the support of the Governors, the press and the public.

On September 7, 1954, the president announced that he had appointed an advisory committee headed by Gen. Lucius Clay to study the matter and submit recommendations.

On October 7 and 8, the Clay Committee held informal public hearings to get the views of interested parties. The American Trucking Associations, Inc., speaking for the trucking industry, was among those who appeared and supported prompt completion by the Federal Government of the 40,000-mile interstate defense road system laid out by the Bureau of Public Roads, American Association of State Highway Officials, and the defense agencies.

The recommendations of the Clay Committee were made public in January, 1955. The committee recommended that the Federal Government build the 40,000-mile interstate defense system in 10 years at a cost of about \$24 billion; that the work be financed by 30-year bonds supported by part of the revenue from the existing Federal gasoline tax. There would be no additional state matching requirements, other than that required by the Federal Aid Act of 1954 - relatively nominal amounts - and no provision for increased taxes.

Democratic leaders in the Senate soon let it be known that they objected to the bond financing aspects of the Clay Committee proposal and on February 11, 1955 Senator Albert Gore (D., Tenn.), chairman of the Senate Roads Subcommittee, introduced his own bill (S. 1048). This original Gore bill would have been a five-year program and would have made substantial increases in the regular Federal-aid program and would have allocated \$500 million a year for the interstate system, the latter to be matched on a  $66\frac{2}{3} - 33\frac{1}{3}$  basis. This was generally considered an inadequate bill, since completion of the interstate system in ten or twelve years would require allocations of about \$2 billion a year. Moreover, the matching requirements would have been very difficult for many states to meet. The bill contained no financing provisions.

In any event, hearings were begun on the Gore bill on February 21, 1955. This was unusual in two respects: (1) highway legislation ordinarily originates in the House, and (2) the president had not yet officially submitted his recommendations (the Clay Committee proposals) to Congress.

Several days after the hearings had been underway, the president sent the Clay Committee proposals to Congress with a recommendation that they be approved. The Clay Committee proposals were placed in bill form and introduced by Republican members of the Senate Roads Subcommittee as S. 1160.

One of the co-sponsors was Senator Case (R., S.D.), who nevertheless took a dim view of the bonding features of the administration bill, and a few days later he introduced the Case Bill (S. 1573). The Case Bill was substantially the same as the administration bill except that in lieu of bonds he proposed financing the interstate system with bridge and tunnel tolls plus Federal license fees on trucks ranging as high as \$1,200 a truck.

The American Trucking Associations, Inc., appeared at the hearings and took this position:

1. Unqualified support for the presidential program to build the interstate system in 10 or 12 years.



2. Support for the bond financing plan if acceptable to Congress.

3. Pointed out that in the past special Federal fuel and automotive excise taxes collected from motor vehicle owners had exceeded Federal highway expenditures by \$10 billion; that current collections from such taxes were almost \$2.5 billion a year or more than enough to finance the proposed highway program on a pay-as-you-go basis without any tax increases; that the primary purpose of the program was national defense--a responsibility of all the people.

4. Nevertheless, expressed willingness of truck owners to pay their fair share of increased taxes if Congress deemed increased taxes the only way the program could be accomplished.

5. Objected vigorously to being singled out by the Case Bill as the only group to pay increased taxes.

Public Hearings before Senate Roads Subcommittee ended April 15, 1955 and the Committee began executive sessions. Senator Gore revised his bill (S. 1048) and re-introduced it on May 13, 1955. The revised Gore bill was patterned after the original, but substantially increased the amounts for the interstate system and adjusted the matching basis to 90% Federal and 10% State. It was still generally considered a very inadequate bill.

Nevertheless, the revised Gore bill was reported out by the Committee, and brought to the Senate floor on May 20, 1955. The administration bill reflecting the presidential recommendations was offered as a substitute on the floor and defeated by a 2 to 1 majority. The Senate then passed the Gore bill on a voice vote and sent it to the House.

In the meantime, the House Public Works Committee, on April 18, 1955, had begun hearings on H.R. 4260, identical with the Administration or Clay bill which was defeated in the Senate.

During the House hearings the American Trucking Associations, Inc., again appeared and re-stated its position, and again said that if Federal motor vehicle taxes had to be increased the trucking industry was willing to bear its fair share of such increases. The House hearings were concluded May 27, 1955.

For an entire month after the close of the hearings, Democratic members considered the matter in caucus and did not meet with Republican members of the committee. There were strong and well-founded rumors that:

1. Democratic House leaders felt the Gore bill was inadequate, probably would be vetoed if passed, and that the House should adopt a bill comparable to the President's program from the standpoint of highway construction, or run the risk of having the Democrats charged with sabotaging the highway program.

2. Since the Democratic leadership in both houses had emphatically turned thumbs down on the bond-financing program, it was decided that the highway legislation should be accompanied by and directly tied in with tax increases, since adoption of a big highway program without any means of financing it might lay them open to a new charge of being "fiscally irresponsible".

3. In order to achieve this unusual objective--the combining of highway expenditure authorizations and a \$12 billion tax program into a single bill--it was decided that the Ways and Means Committee which always originates tax legislation would be by-passed and the entire bill, including the tax provisions, would be written and reported by the Public Works Committee.

These rumors were substantiated when, after a month of caucusing by Democratic members of the Public Works Committee, Rep. George Fallon (D., Md.), chairman of the Roads Subcommittee, introduced H. R. 7072--the Fallon bill.

From the standpoint of the highway program it was considered a good bill, generally in line with the President's program. But the tax provisions were fantastic.

H. R. 7072 proposed to increase the gasoline tax from 2 cents to 3 cents. However, it also proposed to increase the diesel fuel tax from 2 cents to 6 cents, resulting in rough discrimination against the small fraction of makers and users of diesel engines. The real crusher was a proposed 900 per cent increase in the tax on large tires of the type used by trucks and buses.

The present tax on tires is 5 cents a pound, on all tires. The original Fallon bill would have made no increase on small tires, but would have increased the tax on large tires to 50 cents a pound, more than \$50 a tire!



As might have been expected there was an immediate and spontaneous outcry from all over the country, and from every segment of the economy. Large and small, the producers and users of diesel fuel and large tires and tubes, swamped their members of Congress with protests, and many Congressman of both political parties joined in protesting these extraordinary proposals which never had been considered by the Ways and Means Committee and upon which no hearings had been held.

This bill, H. R. 7072, was introduced on June 28, 1955. The next day the full Public Works Committee met in a stormy executive session, as Republican members for the first time got an official look at the proposed legislation.

The upshot was appointment on July 6, 1955 of a special nine-man sub-committee--five Democrats and four Republicans--charged with the responsibility of revising the tax proposals at least to a point where calm consideration might begin.

Two days later, on Friday, July 8, the special sub-committee submitted revised tax schedules, scaling the tax on large tires down to 15 cents a pound -- still an increase of 200 per cent and more than \$15 a tire.

Two days of hearings were hurriedly arranged for the following Monday and Tuesday, July 11 and 12. The hearings were before the Public Works Committee, and a sub-committee from the Ways and Means Committee was allowed to sit in and listen and ask questions, but with no voting privileges. Each interested group was allowed one witness to speak for it.

At the outset, a spokesman for Republican members of the Ways and Means Committee entered a strong protest against the manner in which the Ways and Means Committee had been by-passed.

Then 40 witnesses, representing as many interested groups, were paraded hurriedly to the stand. Some of them protested any increased taxes. Some pleaded for exemptions. Most of them cited the fact that Federal motor vehicle taxes already were yielding enough to pay for the program. Virtually all of them complained about the manner in which the whole thing had been handled.

The American Trucking Associations, Inc., again reiterated its support of the highway program, again reiterated the willingness of truck owners to pay their fair share of increased taxes if increased taxes had to be made; and again reiterated

its objection to being singled out for punitive treatment as in the case of the diesel tax and the tire tax. The trucking organization pleaded for "across-the-board" increases and pointed out that the same amount of money could be raised with very moderate increases on all highway users without singling out less than one per cent of the motor vehicles to bear the burden of 30 per cent of the proposed increases.

The hearings on the proposed \$12 billion tax program lasted 12 hours -- a billion dollars an hour.

A week later, on July 19, Rep. Fallon revised his bill, incorporating the tax provisions which had been tossed out for grabs by the nine-man sub-committee and still containing a discriminatory 2-cent increase in the diesel fuel tax and the discriminatory increase of 10 cents a pound in the tax on large tires. This new Fallon bill was H. R. 7474.

The next day, on July 20, Rep. Dondero of Michigan, the ranking Republican member of the Public Works Committee introduced H. R. 7494--a somewhat revised version of the administration's bond-financing bill.

One day later, Rep. Thompson (D., La.) and several other Southern Democrats introduced a bill (H. R. 7542) which would have cut the highway program in half and contained no tax provisions.

By majority vote, the Public Works Committee reported out the Fallon bill, H. R. 7474, with some revisions. The one-cent increase in the gasoline tax remained the same. The four-cent increase in diesel fuel tax was reduced to a two-cent increase -- still a discriminatory 100 per cent differential. The discriminatory and burdensome increase to 15 cents a pound on large tires and tubes remained unchanged. And a proposed new tax of 15 cents a pound on the "camelback" material used in retreading tires was changed to apply only to "camelback" used for retreading larger tires--a new discrimination.

In reporting out the Fallon bill, the committee could not agree on the type of rule to request from the Rules Committee. A motion to request a closed rule on the tax provisions, which permits no floor amendments, was turned down. So was a motion to request an open rule, which does permit floor amendments. This left it up to Mr. Fallon to use his own judgment when he appeared before the Rules Committee.

The 12-man Rules Committee--8 Democrats and 4 Republicans--met on July 25, 1955. Mr. Fallon explained the bill and requested a closed rule on the tax section, precluding consideration of amendments on the floor. Questions by members of the Rules Committee indicated general distaste for the manner in which the entire matter had been handled and great reluctance to grant a closed rule, even though that is customary with respect to tax measures.

Representative Tom Steed (D., Okla.) appeared before the Rules Committee and urged a rule that would permit consideration on the floor of just one specific amendment which he had drafted. He was joined in the request by several colleagues from both parties. The Steed Amendment would have raised the same amount of tax money as the Fallon bill without discriminating against any groups. It would have increased the tax on both gasoline and diesel fuel by one cent. It would have increased the tax on ALL tires and tubes by two cents, and reduced the tax on "camelback" for retreading to 4 cents but applied it to ALL "camelback". In effect, the Steed Amendment simply would have made moderate increases in the existing tax schedules worked out over a long period of years by the appropriate fiscal committees of Congress.

However, the Democratic leadership in the House insisted upon a closed rule and the Steed Amendment was precluded from floor consideration by a close 7 to 5 vote.

The rule issued by the Rules Committee permitted floor consideration of the Dondero (administration) bill containing the bond-financing provisions and the Thompson (Southern Democrat) bill containing no financing provisions, but permitted no consideration of changes in the tax provisions of the Fallon bill.

Since defeat of the Dondero and Thompson bills virtually was a foregone conclusion, this meant that the House of Representatives was given the Fallon bill on a "take-it-or-leave-it" basis.

Floor debate began on July 26. The Senate Finance Committee, believing along with everyone else that the House would pass the Fallon bill by nightfall, announced that it would hold hearings the next morning, July 27.



American Trucking Associations, Inc., again prepared to reiterate the sound, logical, reasonable and fair position it consistently had expressed almost from the moment the president announced his proposal at the 1954 Governor's Conference.

After expressing support of the road program by the trucking industry and the willingness of truck owners to pay their fair share of necessary across-the-board increases in motor vehicle taxes, the statement of the American Trucking Associations, Inc., added:

"If the motor vehicle taxes have to be increased to yield the amount contemplated in H.R. 7474, we believe the method proposed by Representative Steed is a more practical and equitable way of doing it. We urge the (Senate Finance) committee to keep in mind that even under the across-the-board increases contained in the Steed proposal the increases fall much more heavily upon large vehicles than upon small vehicles

"For example, under the Steed proposal the typical light-weight passenger car would pay additional taxes of \$7.88, an increase of only 4.5 per cent. The increase on a typical five-axle trailer truck would amount to \$693.00, or about 30 per cent.

"Under the tax schedules proposed in H.R. 7474, the increase on the same typical passenger car would be \$5.76 or 3.3 per cent, while the increase on the same five-axle trailer truck would be \$1,031 or 43.4 per cent.

"Thus, our objections to the tax schedules in H.R. 7474 are based both upon the principles of equity involved and upon the magnitude of the practical burden involved. Again, we urge that if it is necessary to increase the tax burden upon the owners of motor vehicles the increases should be equitable and avoid placing a damaging burden upon any single group through discriminatory differentials. . ."

But the Senate Finance Committee hearings were called off because the Fallon bill was killed in what was termed one of the most stunning defeats in recent years. The Speaker of the House blamed the "truck lobby", but this is both unfair and unrealistic.

Certainly the justified objections to the Fallon bill expressed by truck owners and truck drivers, plus objections voiced by the rubber, petroleum and bus industries, among others, were a factor.

But more important were the combination of political, regional and economic circumstances involved, plus resentment on the part of many House members, including many Democrats, of the entire way in which the highway bill had been handled in the House.

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The first of the three bills cleared by the Rules Committee to come to a vote was the Thompson bill, which cut the highway program in half and contained no financing provisions.

Supporters of this bill, mostly Southern Democrats, argued that the other programs were too big; that they concentrated too much expenditure on one segment of the highway system; and that the program could be started without increasing taxes and later expanded after the House through its proper committee had an opportunity to work out a fair and equitable tax program.

The Thompson bill was defeated by a standing vote of 178 to 89. No one expected it to pass, but the vote was significant. The 89 votes for it, mostly Southern Democrats, indicated a substantial regional revolt against the Fallon bill since it was known that few if any Democrats would vote for the Dondero (Administration) bond-financing bill. The hand-writing was on the wall.

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Having made a good showing on the Dondero bill, it seems that the bulk of the Republicans decided to join revolting Democrats and administer a thumping defeat to the Fallon bill and those who had steered it roughshod through one of the strangest and most unprecedented legislative courses in the history of Congress.

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To blame its demise upon the trucking industry, which supported the road program and consistently expressed its willingness to pay a fair share of necessary tax increases, and did no more than exercise the American right to plea for fair play, is both naive and unjust.

Here are just a few of the important factors which combined to upset the Fallon Bill:

1. The original bill, proposing a tax of more than \$90 a tire and 6 cents a gallon on diesel fuel provoked a storm of protest from literally thousands of people in all segments of the economy, and this avalanche of protest against the "Fallon Bill" continued long after the bill had been amended. The proposal of taxes of such magnitude was considered just as "irresponsible" as would have been failure to provide any means of financing at all.

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3. Many Western congressmen viewed the differential against diesel fuel as unfair to their region, since the bulk of the diesel-engined trucks are operated in the West.

4. Many congressmen from populous states which have gone heavily into toll road operation were fearful of the effect the bill would have on their existing and proposed toll roads.

5. Many Republicans resented the fact that the Democrats voted en masse against the President's program and were in a retaliatory mood.

6. Many Democrats were fearful that Republicans would get credit for the highway program and that Democrats would get "credit" for the objectionable tax program.

7. Both Democrats and Republicans resented the refusal of the House leadership to even consider a compromise.

8. Many Republicans felt that a thumping defeat of the Fallon bill might make the Democratic leadership more willing to compromise, either immediately or later.



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10. Many House members on both sides objected to the manner in which the tax provisions of the Fallon bill had by-passed the Ways and Means Committee, and to the brevity of the hearings on the tax provisions.

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JOSEPH E. DAVIES  
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ALFONSO B. LANDA  
JAMES T. WELCH  
RAYMOND C. CUSHWA  
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DELMAR W. HOLLANDER  
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ARTHUR J. CERRA

LAW OFFICES  
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WASHINGTON 5, D. C.

ADMINISTRATIVE FILE

Highway Improvements  
Committee  
CABLE ADDRESS: DAVYON

ADRIEN F. BUSICK  
OF COUNSEL

February 24, 1956

File

Mr. Dave Beck  
552 Denny Way  
Seattle, Washington

Dear Mr. Beck:

Burt Seymour testified before the Ways and Means Committee on the Highway Revenue Bill on the last day of the hearings and did a splendid job in answering the criticisms of the railroad and AAA people. We made certain that the Congressmen understood that Burt is the president of the country's largest truck line, and it was obvious that they were impressed by his knowledge of his business and the fact that he personally took the time and trouble to appear before them.

Some of the members of the Committee, in whom I have confidence, said they expect the Highway Bill to be reported out just about as Mr. Boggs wrote it. I will keep you posted.

With best wishes,

Sincerely,

*Red*  
Arthur D. Condon

11/bf

ADMINISTRATIVE FILE ✓

Highway Improvement  
Committee  
X Pennsylvania Turnpike  
Commission

August 9, 1955

Mr. Alden E. Cornell  
P. O. Box 11  
Lehigh, Pennsylvania

Dear Mr. Cornell:

Because of an enforced idleness due to illness, I have not had the opportunity to thoroughly consider much of my current mail. Your letter of August first happens to be one of these items and I write you now, merely to acknowledge receipt of your communication and to assure you that, when opportunity permits, I shall be happy to discuss your suggestions with some of my colleagues as well as with a few trucking operators. At such time as I am available for several days in Washington, I shall be happy to learn more from you in this connection.

Yours very truly,

DB:aw  
a

FROM THE OFFICE OF  
DAVE BECK, GENERAL PRESIDENT  
INTERNATIONAL BROTHERHOOD OF TEAMSTERS  
17

COMMONWEALTH OF PENNSYLVANIA



PENNSYLVANIA TURNPIKE COMMISSION

Harrisburg, Pa.

August 1, 1955.

Mr. David Beck, General President,  
International Brotherhood of Teamsters,  
Chauffeurs, Warehousemen, and Helpers,  
100 Indiana Avenue, N. W.,  
Washington 1, D. C.

Dear Mr. Beck:

I write to you--and to other members of the President's Advisory Committee on a National Highway Program--to ask your advice--and if possible your endorsement of an organization which I feel would help substantially in solving the present problem of road construction in the United States.

My thought is that an organization should be set up to plan and coordinate a National system of Turnpikes--or toll roads.

So far, toll roads have been the independent ventures of individual States. While most of these roads have served their purpose well enough--I think that an integrated system of such roads planned and built to serve as main traffic routes throughout the whole United States--would be far more efficient.

It is my belief that some sort of an organization should be immediately set up to get work on such a system under way.

I realize that such a system could not all be built at once. But I believe that an overall plan should be made for it--that efforts should be made to get some of the more necessary links started--so that the system, when completed would enable the trucker or traveler to use it for the major part of any trip within the U. S. A.



Properly planned--and with the right men back of it--I believe funds could be raised, and the necessary legislation enacted to get such a system started.

I believe that private--not public financing -- is the answer--or a large part of the answer to the present need for better roads. Further, a system of toll roads would be paid for by those who use them--and it seems to me that this is more equitable than attempting to finance a National highway system entirely out of public funds.

I have given considerable thought, as to how an organization might be set up--the purpose of which would be to publicize and plan a National Turnpike system.

However to get anywhere with the idea--it is first necessary to enlist the approval of men like yourself; such men as were first selected by President Eisenhower for his Advisory Committee.

But I think such an organization should be set up. I think it could be financed. I think it could get a program started which would be of incalculable benefit to labor--to business--and to the whole strength and economy of the United States.

Such a program--with your approval--and the approval of other members of the President's Advisory Committee--would almost surely receive the approval of President Eisenhower himself. Such approval would almost certainly guarantee success.

My own interest in this matter, is due to the fact that in a small way I have had considerable experience in toll road construction. It is true that some have been badly managed. But when proper studies and surveys are first made--when properly built and supervised--I am convinced that the toll road--or Turnpike--is the solution to a major part of the Nation's highway problem.

The construction of a National Turnpike system would be a tremendous undertaking--but I think it can be done. I think it should be done. I think the country needs it--and is going to need it even more in the future.

I'd like the opportunity to talk to you--or to write you, outlining the plan I have in mind for getting such a program under way.

Sincerely Yours,

*Alden E. Cornell*  
Alden E. Cornell,  
P. O. Box 11,  
Lehighton, Pa.

ADMINISTRATIVE FILE

DAVE BECK  
General President



International Brotherhood of  
**TEAMSTERS, CHAUFFEURS  
WAREHOUSEMEN & HELPERS** of America

AFFILIATED WITH AMERICAN FEDERATION OF LABOR

25 LOUISIANA AVENUE, N.W. • WASHINGTON, D. C. • STERLING 3-0525

July 30, 1955

To the Secretaries of All Local Unions, Joint Councils and Area Conferences:

Dear Sir and Brother:

Congress is nearing the end of its session. Among the pieces of unfinished business is a decent highway construction bill. Two bills were before the House of Representatives. Both were defeated.

1. The bill incorporating the Clay Report recommendations - advanced by the President's Advisory Committee on a Highway Program - was beaten. In public speeches and through the pages of our official journal, THE INTERNATIONAL TEAMSTER, I have said the bill incorporating the Clay recommendations was a good and a fair bill, and should be passed. I am deeply sorry it was defeated.
2. The other measure, the Faillon bill, would finance a highway building program through the levy of a host of discriminatory taxes against the trucking industry - Diesel oil, trucks, tires, recaps, etc. The proposed levies were unfair, exorbitant, and outrageously discriminatory. The bill, in my opinion, was an impossible one and should have been defeated - we have no room on our statute books for such blatant discrimination.

The lessons of the past few weeks on Capitol Hill are plain and should direct us toward some immediate action.

First of all, we must realize that legislation at every level affects us - national, state and local. Legislation and regulations directly affect our industry and thus affect the employment of our members.

Secondly, we must realize that vital legislation is not limited to Congress. Legislation which can almost mean life and death to trucking is enacted in the state houses - matters of weight limitations, licenses, restrictions, interstate barriers, etc. We must be just as vigilant at the state house as on Capitol Hill.



I have written and spoken to you about the necessity for organizing a National Legislative Division in the International Brotherhood of Teamsters. This action is absolutely imperative. There is no time for delay or postponement. We must have trained staff and liaison experts who watch legislation at the state and national levels. This is a full-time job. Failure to do a good job in legislation can spell unemployment to our members. A strong, vigilant and active division can be the best job insurance in the world. It will be necessary to organize our people at the grass roots, including our local members and driving personnel.

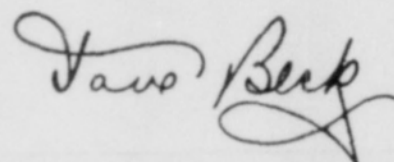
This division must watch not only matters affecting our industry, but matters affecting us as trade union members. Congress and the state legislature have before them matters affecting labor - matters which are vital to labor.

The trucking industry must likewise have a strong legislative program. The industry has a great community of interest with the Teamsters. What hurts the industry hurts us and what hurts us, injures our industry. I will hold conferences next week with officials of the industry to outline specific plans whereby we can cooperate on a protect-the-trucking industry program.

I want our members to know of the plans for a National Legislative Division, for its strength will lie in the support that Division receives from our entire membership.

Within a period of 60 days the first national meeting will be held with representatives asked to attend from every state in the union.

Fraternalty yours,

A handwritten signature in cursive script, appearing to read "Dave Beck".

General President

JOHN F. SHELLEY  
San Francisco, California  
(San Francisco)

MEMBER  
COMMITTEE ON APPROPRIATIONS

Congress of the United States

House of Representatives

Washington, D. C.

July 27, 1955

ADMINISTRATIVE FILE

Highway Improvements  
Committee

X

Mr. Tony Ricci, Secretary-Treasurer  
Beer Drivers Local 888  
2940-16th Street  
San Francisco, California

Dear Brother Ricci:

This will acknowledge receipt of your recent communication regarding the Federal highway construction bill. I have delayed replying to you because any up-to-date information that I might have given you would have become obsolete by the time you received my letter. As you already know the bill was taken up in the House on Wednesday, July 27th, and after a series of votes failed to pass thus killing any chances for highway legislation this session of Congress.

Thank you for informing me of your views on this matter.

Sincerely and fraternally,

*John F. Shelley*  
J. F. S.

DOMESTIC SERVICE	
Check the class of service desired; otherwise the message will be sent at full rate telegram	
FULL RATE TELEGRAM	\$
DAY LETTER	\$
NIGHT LETTER	\$

# WESTERN UNION

W. P. MARSHALL, PRESIDENT

INTERNATIONAL SERVICE	
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FULL RATE	\$
LETTER TELEGRAM	\$
SHIP RADIOGRAM	\$

NO. WORDS-CL. OF SVC.	FD. OR CODE	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

SEATTLE, WASHINGTON  
JULY 28, 1955

BON. DWIGHT D. EISENHOWER  
THE WHITE HOUSE

MR. PRESIDENT: AS A MEMBER OF THE CLAY COMMITTEE, I SINCERELY REGRET THAT OUR RECOMMENDATIONS WERE NOT APPROVED BY THE CONGRESS. IN MY JUDGMENT, THE DEMOCRATIC LEADERSHIP OPPOSED THE CLAY BILL, NOT ON ITS MERITS BUT FOR POLITICAL ADVANTAGE AS THEY VISIONED IT. I DO NOT SUBSCRIBE THAT HR7474 WAS ENTITLED TO SUPPORT ON THE BASIS THAT ANY HIGHWAY BILL IS BETTER THAN NO BILL. IN SELF PRESERVATION OF CAPITAL INVESTED AND LABOR EMPLOYED IN THE TRUCKING INDUSTRY, BOTH INDUSTRY AND LABOR WERE COMPELLED TO EXERCISE EVERY LEGAL ACTION TO DEFEAT THIS UNFAIR, DISCRIMINATORY, CONFISCATORY LEGISLATION. OUR MUTUAL FRIEND, SAM RAYBURN, ATTRIBUTES DEFEAT TO THE EFFORTS OF THE TRUCKING INDUSTRY. SURELY, WHEN CAPITAL AND LABOR, WITH MUTUAL INVESTMENT AND WELFARE INVOLVED, USE THE AVENUES OF PROTEST TO THEIR REPRESENTATIVES IN CONGRESS, THEY ARE BUT EXERCISING THE AMERICAN AVENUES OF PETITION AND FREE SPEECH AND PRESS. IN MY JUDGMENT, MR. PRESIDENT, WE WILL GET BETTER LEGISLATION IF THE HIGHWAY ACTION AWAITS THE JANUARY SESSION OF CONGRESS AND IS CONSIDERED IN THE ATMOSPHERE OF DISPASSIONATE, NON-POLITICAL DELIBERATION SUCH AS MARKED THE PROCEDURE AND HEARINGS OF THE CLAY COMMITTEE.

DAVE BECK

DOMESTIC SERVICE	
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FULL RATE	SHIP RADIOGRAM
DAY LETTER	
NIGHT LETTER	

# WESTERN UNION

W. P. MARSHALL, PRESIDENT

INTERNATIONAL SERVICE	
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LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WORDS	CL. OF SVCS.	PD. NO.	CASH NO.	CHARGED TO THE ACCOUNT OF	TIME FILED

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SEATTLE, WASHINGTON  
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DAVE BECK



DOMESTIC SERVICE	
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FULL RATE TELEGRAM	\$
DAY LETTER	E
NIGHT LETTER	

# WESTERN UNION

INTERNATIONAL SERVICE	
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LETTER TELEGRAM	
SHIP RADIOGRAM	

MR. W. P. MARSHALL, PRESIDENT	1211	CHARGE TO THE ACCOUNT OF	TIME FILED

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SEATTLE, WASHINGTON  
JULY 28, 1955

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DAYE BECK

ADMINISTRATIVE FILE  
Highway Improvements  
Committee



DOMESTIC SERVICE		WESTERN UNION		INTERNATIONAL SERVICE	
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FULL RATE TELEGRAM	\$			FULL RATE	
DAY LETTER	\$			LETTER TELEGRAM	
NIGHT LETTER	E			SHIP RADIOGRAM	
W. P. MARSHALL, PRESIDENT					
NO. MSG.-CL. OF SVC.	PR. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED	

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DAVE BECK

<b>DOMESTIC SERVICE</b> Check the class of service desired; otherwise this message will be sent as a full-rate telegram.		<b>WESTERN UNION</b> W. P. MARSHALL, PRESIDENT		<b>INTERNATIONAL SERVICE</b> Check the class of service desired; otherwise the message will be sent at the full rate.	
FULL RATE TELEGRAM	\$			FULL RATE	\$
DAY LETTER	\$			LETTER TELEGRAM	\$
NIGHT LETTER	\$			SHIP RADIOGRAM	\$
NO. WDS. CL. OF SVC.	FD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED	

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DAVE BECE

DOMESTIC SERVICE	
Check the class of service desired, otherwise the message will be sent at full rate.	
FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

# WESTERN UNION

INTERNATIONAL SERVICE	
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FULL RATE	
LETTER TELEGRAM	
WIRE RADIOGRAM	

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SEATTLE, WASHINGTON  
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DAVE BECK



Hon. Dwight D. Eisenhower  
The White House

Mr. President: As a member of the Clay Committee, I sincerely regret that our recommendations were not approved by the Congress. In my judgment, the Democratic leadership opposed the Clay Bill, not on its merits but for political advantage as they visioned it. I do not subscribe that H.R. 7474 was entitled to support on the basis that any highway bill is better than no bill. In self preservation of capital invested and labor employed in the trucking industry, both industry and labor were compelled to exercise every legal action to defeat this unfair, discriminatory, confiscatory legislation. Our mutual friend, Sam Rayburn, attributes defeat to the efforts of the trucking industry. Surely, when capital and labor, with mutual investment and welfare involved, use the avenues of protest to their representatives in Congress, they are but exercising the American avenues of petition and free speech and press. In my judgment, Mr. President, we will get better legislation if the highway action awaits the January session of Congress and is considered in the atmosphere of dispassionate, non-political deliberation such as marked the procedure and hearings of the Clay Committee.

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Dave Beck

*for your friend*

DOMESTIC SERVICE	
Check the class of service desired, otherwise this message will be sent as a full-rate telegram.	
FULL RATE TELEGRAM	\$
DAY LETTER	\$
NIGHT LETTER	\$

# WESTERN UNION

1911

INTERNATIONAL SERVICE	
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FULL RATE	\$
LETTER TELEGRAM	\$
SHIP RADIOGRAM	\$

NO. WOL. CL. OF SVC.	PR. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

SEATTLE, WASHINGTON  
JULY 28, 1935

HON. RUSSELL HACE  
HOUSE OFFICE BUILDING  
WASHINGTON, D.C.

THIS WILL ACKNOWLEDGE RECEIPT OF YOUR TELEGRAM. DEMOCRATIC LEADERSHIP CERTAINLY SHOULD NOT BE SURPRISED THAT TRUCKING INDUSTRY THROUGH THE DEMOCRATIC AMERICAN PROCEDURE OF PROTEST AND FREE PRESS AND FREE SPEECH, PLEADED WITH THEIR REPRESENTATIVES IN CONGRESS TO DEFEAT H.R. 7474 WHICH BILL WAS DISCRIMINATORY AND IN MANY INSTANCES CONFISCATORY OF THE TRUCKING INDUSTRY AND ITS EMPLOYEES. I AM CERTAIN THAT THE TRUCK OWNERS AND OPERATORS REPRESENTING INVESTED CAPITAL AND THE BANE OF THE MEN AND WOMEN WORKING IN THE INDUSTRY WITH THEIR LABOR INVESTED, WILL BE IN FAVOR OF LEGISLATION THAT IS FAIR AND EQUITABLE IN CREATING NEEDED HIGHWAY LEGISLATION. I PERSONALLY SERVED ON THE CLAY COMMITTEE APPOINTED BY THE PRESIDENT AND FOR MANY WEEKS WORKED DILIGENTLY TO FIND SOLUTION IN THE FORM OF LEGISLATION THAT WOULD GIVE OUR COUNTRY HIGHWAY CONSTRUCTION IN A FAIR AND EQUITABLE MANNER. AS A MEMBER OF THE CLAY COMMITTEE, I AM OFFENDED BY THE STATEMENT OF SOME MEMBERS OF CONGRESS THAT THE CLAY BILL WAS A "BANKRUPT BILL". SUCH A STATEMENT IS NOTHING BUT DISCRIMINATORY AND A POLITICIAN'S METHOD OF AVOIDANCE OF DISCUSSION OF THE ISSUE ON ITS MERITS. THE PRESENT NATIONAL DEBT AND THE BONDS ISSUED IN THE TOTAL OF BILLIONS ARE ALL PREDICATED ON OUR SYSTEM OF SPREADING PAYMENT FOR NEEDED GOVERNMENT SERVICE OVER A FUTURE PERIOD OF TIME. THE DEMOCRATIC PARTY SPOKESMEN POUCHED THE CLAY BILL ON THE LEVEL OF POLITICAL ACTION AND WERE EVEN WILLING TO CRUCIFY THE TRUCKING INDUSTRY TO MAKE A POLITICAL ISSUE AS THEY SAW IT. THEY OPPOSED THE CLAY BILL FOR POLITICAL EXPEDIENCY. IN MY JUDGMENT SUCH BETTER LEGISLATION FOR HIGHWAY CONSTRUCTION WILL FOLLOW IF THE CONSIDERATION IS LEFT UNTIL THE JANUARY SESSION AND IS NOT UNDER PRESSURE OF THE ADMINISTRATION OR DEMOCRATIC POLITICAL INFLUENCE. I WILL NO MORE THE PRESIDENT.

DAVE HACE

DOMESTIC SERVICE	
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FULL RATE TELEGRAM	\$
DAY LETTER	\$
NIGHT LETTER	\$

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FULL RATE	\$
LETTER TELEGRAM	\$
SHIP RADIOGRAM	\$

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Send the following message, subject to the terms on back hereof, which are hereby agreed to:

WASHINGTON, D.C.  
JULY 28, 1955

## GOVT MESSAGE

DAYE BECK  
552 DENNY WAY  
SEATTLE, WASHINGTON

ADMINISTRATIVE FILE  
*Highway Improvements*  
*Committee*

DEMOCRATIC LEADERSHIP BLAMES TRUCKERS FOR DEFEATING HIGHWAY BILL. I TODAY WROTE PRESIDENT EISENHOWER TO CALL SPECIAL SESSION PRIOR TO NOVEMBER FIRST OF CONGRESS TO ACT UPON HIGHWAY LEGISLATION, EITHER HIS EONDED PROPOSAL OR DEMOCRATIC TAKING PROPOSAL WITH FEES AND JUST TAXES. EQUITABLE DISTRIBUTION AND NOT PLACE ON ONE SEGMENT OF POPULATION SUCH AS HR7474 TENDED TO DO. IF YOU AGREE, SUGGEST YOUR PEOPLE WIRE PRESIDENT EISENHOWER SPECIAL HIGHWAY SESSION OF CONGRESS TO GET ACTION.

RUSSELL B. RACK, MC



, These to be sent to all members of GEB, Trustees, ATA staff officers.

Govt Message

July 28, 1955

ADMINISTRATIVE FILE

Highway Improvement  
Committee

Dave Beck  
552 Deasy Way  
Seattle, Washington

X

Democratic leadership blames truckers for defeating Highway Bill. I today wrote President urging him to call special session prior to November first of Congress to act upon highway legislation, either his headed proposal or Democratic taxing proposal with fees and just taxes, equitable distribution and not place on one segment of population such as HR7474 tended to do. If you agree, suggest your people wire President urging special highway session of Congress to get action.

Russell B. Mack, MC

Hon. Russell Mack  
House Office Building  
Washington, D. C.

July 28, 1955

This will acknowledge receipt of your telegram. Democratic leadership certainly should not be surprised that trucking industry through the Democratic America's procedure of protest and free press and free speech, pleaded with their representatives in Congress to defeat HR7474 which bill was discriminatory and in many instances confiscatory of the trucking industry and its employees. I am certain that the truck owners and operators representing invested capital and the mass of the men and women working in the industry with their labor invested, will be in favor of legislation that is fair and equitable in creating needed highway legislation. I personally served on the Clay Committee appointed by the President and for many weeks worked diligently to find solution in the form of legislation that would give our country highway construction in a fair and equitable manner. As a member of the Clay Committee, I am offended by the statement of some members of Congress that the Clay Bill was a "bankers bill". Such a statement is nothing but discriminatory and a politician's method of avoidance of discussion of the issue on its merits. The present national debt and the bonds issued in the total of billions are all predicated on our system of spreading payment for needed government service over a future period of time. The Democratic party spokesmen fought the Clay Bill on the level of political action and were even willing to crucify the trucking industry to make a political issue as they saw it. They opposed the Clay Bill for political expediency. In my judgment a much better legislation for highway construction will follow if the consideration is left until the January session and is not under pressure of the administration or Democratic political influence. I will so wire the President.

Dave Beck



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Govt Message July 28, 1955

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552 Deeny Way  
Seattle, Washington

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Hon. Russell Mark  
House Office Building  
Washington, D. C.

July 28, 1955

This will acknowledge receipt of your telegram. Democratic leadership certainly should not be surprised that trucking industry through the Democratic American procedure of protest and free press and free speech, pleaded with their representatives in Congress to defeat HR7474 which bill was discriminatory and in many instances confiscatory of the trucking industry and its employees. I am certain that the truck owners and operators representing invested capital and the mass of the men and women working in the industry with their labor invested, will be in favor of legislation that is fair and equitable in creating needed highway legislation. I personally served on the Clay Committee appointed by the President and for many weeks worked diligently to find solution in the form of legislation that would give our country highway construction in a fair and equitable manner. As a member of the Clay Committee, I am offended by the statement of some members of Congress that the Clay Bill was a "bankers bill". Such a statement is nothing but discriminatory and a politician's method of avoidance of discussion of the issue on its merits. The present national debt and the bonds issued in the total of billions are all predicated on your system of spreading payments for needed government service over a future period of time. The Democratic party spokesmen fought the Clay Bill on the level of political action and were even willing to crucify the trucking industry to make a political score as they saw it. They opposed the Clay Bill for political expediency. My judgment is much better legislation for highway construction will follow if the consideration is left until the January session and is not under pressure of the administration or Democratic political influence. I will so wire the President.

Dave Beck

DOMESTIC SERVICE	
Check the class of service desired, otherwise this message will be sent as a full rate telegram	
FULL RATE TELEGRAM	SERIAL
DAY LETTER	NIGHT LETTER

# WESTERN UNION

INTERNATIONAL SERVICE	
Check the class of service desired, otherwise this message will be sent at the full rate	
FULL RATE LETTER	TELEGRAM
VICTORY LETTER	SHIP RADIOGRAM

W. P. MARSHALL, PRESIDENT

NO. WORDS OF MSG.	NO. OF CHGS.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

*Telephoned in*

*Franklin D. Roosevelt*  
JULY 20, 1955

DAVE BECK  
552 DENNY WAY  
SEATTLE, WASH.

AT CONFERENCE THIS MORNING ARRANGED BY ACT COMMITTEE SENATOR GORE AND CERTAIN HOUSE LEADERS STATED THAT ON ACCOUNT OF THE CONTROVERSIAL TAX AND WEIGHT FEATURES THEY WOULD NOT PRESS FOR THE HIGHWAY BILL UNTIL JANUARY. THIS DEVELOPMENT GIVES US AT LEAST SIX MONTHS TIME WHICH WE NEED VERY MUCH TO FORESTALL INEQUITIES. REGARDS.

ART CONDON

ADMINISTRATIVE FILE

*Highway Improvements Committee*



ADMINISTRATIVE FILE

122  
SUPER SERVICE MOTOR FREIGHT Co. Inc.

NASHVILLE 9, TENNESSEE

February 17, 1955

R. M. CRICHTON  
PRESIDENT

Mr. Dave Beck, General President  
International Brotherhood of Teamsters,  
Chauffeurs, Warehousemen & Helpers  
100 Indiana Avenue, N. W.  
Washington 1, D. C.

Dear Dave:

Just wanted to let you know how fine  
I thought "A Report to the President" was which I  
received from you recently.

It certainly is a very worthwhile cause  
and a great deal of effort was put into it. I know  
it will be a real asset in assisting our industry in the  
problems we are facing.

Best regards.

Sincerely,

*R. M. Crichton*

R. M. Crichton



3-25-55  
COMMUNICATIONS FILE  
Highway Improvements Committee  
- X  
**West Coast**  
Fast Freight  
ALONG THE COAST OR INC. ACROSS THE CONTINENT

PLEASE ADDRESS REPLY TO ATTENTION OF  
UNDERSIGNED AT

299 Adeline Street  
Oakland 20, California  
February 4, 1955

Mr. Dave Beck, General President  
International Brotherhood of Teamsters, Chauffeurs,  
Warehousemen & Helpers of America  
100 Indiana Avenue, N.W.  
Washington 1, D. C.

Dear Mr. Beck:

I have the copy of the President's Advisory Committee's report,  
"A Ten-Year National Highway Program," which you were kind enough to send  
to Mr. Roberts at our Seattle terminal.

While I have not yet had an opportunity to study it, I have care-  
fully scanned the contents and find it a most challenging document. Certainly  
it adequately considers one of the very vital problems of our time.

Please accept my congratulations for your participation in the  
Report and thanks for sending a copy to us.

Very truly yours,  
WEST COAST FAST FREIGHT, INC.  
*John M. Yessel Brock*  
John M. Yessel Brock  
Vice President and General Manager



Member of AMERICAN TRUCKING ASSOCIATIONS, INC.  
WASHINGTON MOTOR TRANSPORT ASSN., INC. • OREGON MOTOR TRANSPORT ASSN., INC.  
THE MOTOR TRUCK ASSN. OF SOUTHERN CALIFORNIA • WESTERN HIGHWAY INSTITUTE

ADMINISTRATIVE FILE

Highway Improvements  
Committee

ANCHOR MOTOR FREIGHT, INC. OF DELAWARE

544 TERMINAL TOWER  
CLEVELAND 13, OHIO

February 3, 1955

Mr. Dave Beck  
General President  
International Brotherhood of Teamsters,  
Chauffeurs, Warehousemen & Helpers of America,  
100 Indiana Avenue, N. W.  
Washington 1, D. C.

Dear Mr. Beck:

Thank you for forwarding to me a copy of the National Highway Program. It is certainly commendable that you take this interest and also move into action on this subject. I too will work to this same end. However, if there is any activity I can do for you in this matter - call on me.

Yours very truly,

Hugh M. O'Neill/b

*H. M. O'Neill*

RECEIVED  
FEB 10 1955  
FEB 10 1955  
FEB 10 1955

Branch Office:  
BOSTON, MASS.  
CHICAGO, ILL.  
CINCINNATI, OHIO  
COLUMBUS, OHIO  
DAYTON, OHIO  
DETROIT, MICH.  
INDIANAPOLIS, IND.  
JACKSONVILLE, FLA.  
KANSAS CITY, MO.  
LOUISVILLE, KY.  
MEMPHIS, TENN.  
MILWAUKEE, WIS.  
MINNEAPOLIS, MINN.  
NEW YORK, N.Y.  
PHILADELPHIA, PA.  
PITTSBURGH, PA.  
RICHMOND, VA.  
ST. LOUIS, MO.  
ST. PETERSBURG, FLA.  
TAMPA, FLA.  
WASHINGTON, D.C.

PHONE PORTSMOUTH 7-3200

7000 S. PULASKI ROAD  
CHICAGO 29, ILL.

## MIDWEST TRANSFER COMPANY OF ILLINOIS

INSURED CONTRACT CARRIERS

February 1, 1955

ADMINISTRATIVE FILE

Highway Improvements  
Committee  
X

Mr. Dave Beck  
General President  
International Brotherhood of  
Teamsters, Chauffeurs,  
Warehousemen & Helpers  
100 Indiana Ave. N. W.  
Washington 1, D. C.

Dear Mr. Beck:

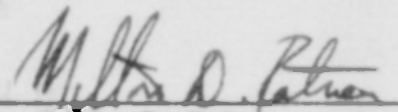
I have read with much interest the copy of "A Report to the President" which you sent me.

The National Highway Program formulated by the President's Advisory Committee appears to me to have been given considerable study and the recommendations are extremely sound and constructive.

I am keenly aware of the relative importance of this program to our industry and appreciate your passing this report along to me.

Very truly yours,

Midwest Transfer Company  
of Illinois

  
Milton D. Ratner  
President

MDR/el

"Service Builds Our Business"

DAVE BECK  
General President



*International Brotherhood of*  
**TEAMSTERS, CHAUFFEURS  
WAREHOUSEMEN & HELPERS of America**

AFFILIATED WITH AMERICAN FEDERATION OF LABOR

100 INDIANA AVENUE, N. W. • WASHINGTON 1, D. C. • STERLING 3-0525

January 26, 1955

Dear Sir:

I am sending you herewith a copy of "A Report to the President", formulated by the President's Advisory Committee on a National Highway Program and presented to him on January 11.

I am certain you will realize that this program is a matter of great interest to all who are concerned with the trucking industry and feel it is most important that it be studied carefully. Your comments are invited.

Yours very truly,

DB:aw  
enc.

DAVE BECK  
General President



*International Brotherhood of*  
**TEAMSTERS, CHAUFFEURS  
WAREHOUSEMEN & HELPERS of America**

AFFILIATED WITH AMERICAN FEDERATION OF LABOR

100 INDIANA AVENUE N. W. • WASHINGTON 1. D. C. • STERLING 3-0525

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DB:aw  
enc.



COMMISSIONERS  
H. A. MOISE, CHAIRMAN  
J. E. HENSEL, MEMBER  
BANKERTON  
FRED G. REDMON, MEMBER  
YAKIMA  
H. E. MORGAN, MEMBER  
LONGVIEW  
OSCAR E. STONE, MEMBER  
SPOKANE

STATE OF WASHINGTON  
ARTHUR B. LANGLIE, GOVERNOR



WASHINGTON  
STATE HIGHWAY COMMISSION

DEPARTMENT OF HIGHWAYS  
W. A. BUGGE, DIRECTOR  
TRANSPORTATION BUILDING  
OLYMPIA

ADMINISTRATIVE FILE

*Highway Improvement  
Committee*

January 24, 1955

Mr. Dave Beck  
General President  
International Brotherhood of Teamsters,  
Chauffeurs, Warehousemen & Helpers  
100 Indiana Avenue, N.W.  
Washington 1, D.C.

Dear Mr. Beck:

Thanks very much for forwarding me a copy of the report to the President  
by the President's Advisory Committee on a National Highway Program.

I have had an opportunity to review the report quite carefully and I think  
it is a very sound approach to a serious problem confronting the nation  
today and that is the modernization of the highway system.

You and the other members of your committee are to be commended on doing  
an outstanding job in handling this very difficult assignment and one that  
has such a terrific impact on the economic and industrial future of our  
country.

With kindest personal regards.

Very truly yours,

*W. A. Bugge*  
W. A. BUGGE  
Director of Highways

WAB/rr

ADMINISTRATIVE FILE

Highways Improvements  
Committee

X

January 12, 1955

Mr. W. A. Bugge  
Director of Highways  
State of Washington  
Olympia, Washington

Dear Mr. Bugge:

Yesterday the President's Advisory Committee On A  
National Highway Program, of which I am a member,  
submitted its report to the President. I am forwarding  
a copy of this to you for your information.

Yours very truly,

DB:aw  
a  
enc.

FROM THE OFFICE OF  
DAVE BECK, GENERAL PRESIDENT  
INTERNATIONAL BROTHERHOOD OF TEAMSTERS  
12

WESTERN UNION

0A114 12 12 34

0, SEAR 27 PD=SEATTLE WASH 12 920MP= JAN. 1 2 1955

ANN WATKINS INTERNATIONAL BROTHERHOOD OF TEAMSTERS=

100 INDIANA AVE NW WASHDC=

W A DUGGE IS WASHINGTON STATE DIRECTOR OF HIGHWAYS=

MARCELLA QUIRY= 12 12 12 12 12 12

1270 (1-51) LOT 040352

**WESTERN UNION**  
SENDING BLANK

MDV DL PD. INT. BRO. TEAMSTERS 1-12-55

MARCELLA GUIRY  
552 DENNY WAY  
SEATTLE, WASHINGTON

PLEASE WIRE ME NAME OF DIRECTOR OF HIGHWAYS  
FOR STATE OF WASHINGTON

ANN WATKINS

7M 15 11 24 32

RECEIVED

Send the above message, subject to the terms on back hereof, which are hereby agreed to

PLEASE TYPE OR WRITE PLAINLY WITHIN BORDER—DO NOT FOLD

1249—(5-52)

ADMINISTRATIVE FILE

Highway Improvements  
Committee  
Chamber of  
Commerce  
of the U.S.

CHAMBER OF COMMERCE OF THE UNITED STATES



CLEMENT D. JOHNSTON  
PRESIDENT

December 31, 1954

1100 H STREET, N.W.  
WASHINGTON 6, D.C.  
NATIONAL B. CARD

Mr. David Beck, President  
International Brotherhood of Teamsters Union  
Seattle, Washington

Dear Mr. Beck:

As a member of the President's Advisory Committee on Highways, you will be particularly interested in our forthcoming National Conference on Highway Financing on January 13-14 in Washington. You will note in the enclosed announcement that General Clay has been invited to address the conference among other national authorities in this field.

One of the primary purposes of this meeting is to develop information and evidence that will be of immediate assistance to members of Congress who will be faced with the job of making decisions on such important matters as your Committee's proposals, federal aid for highways, establishment of a special highway financing agency, the proper place of toll roads, and federal-state relations in highway financing.

We extend a cordial invitation to you to attend the Conference and join with us in exploring these perplexing problems. You will find an advance registration card enclosed for your convenience in notifying us of your plans.

Cordially yours,

*Clement D. Johnston*

Enclosure

A Nationwide Federation of American Business Organizations



THE WHITE HOUSE  
WASHINGTON

An original went  
to David Beck  
in Seattle.

Highway Improvement  
Committee

21 December 1954

Dear Mr. Bechtel:

This draft was completed yesterday afternoon and General Gray had an opportunity to glance through it with the suggestion that we eliminate from the final report most of the detail concerned with the method of granting the proposed credit as discussed in the chapter on financing.

Your suggestions for bettering the final report would be appreciated. We will try to start the final typing by December 27th in order that finished copies will be available on January 7th.

Sincerely yours,

F. C. Turner

Bechtel Construction Co.  
154 Sansome Street  
San Francisco, California

WESTERN  
UNION

WESTERN  
UNION

WESTERN  
UNION

WUL120 GOVT PD

TUOTV

THE WHITE HOUSE WASHDC NOV 22 1954 458PME  
DAVID BECK PRESIDENT  
INTERNATIONAL BROTHERHOOD OF TEAMSTERS UNION  
MEETING WILL EXXX BE HELD 2PM DECEMBER 3 IN WASHINGTON TO BE  
CONTINUED ON DECEMBER 10 AT WHICH TIME WE WILL METXXX MET WITH  
REPRESENTATIVES OF RAILROAD, PETROLEUM AND INVESTMENT  
BANKERS ASSOCIATIONS  
LUCIUS D CLAY

4PM 9 10..

234P

REC WUL 120 SFO

ADMINISTRATIVE FILE

Highway Improvements

☒ Committee

☒ X

*Ann,  
for your info  
Mancie*

JOSEPH S. DAVIS  
FRANKLIN D. JONES, JR.  
DONALD S. RICHBERG  
WILLIAM S. TYDINGS  
RAYMOND S. BEERE  
A. JONAS S. LANDA  
JAMES T. WELCH  
RAYMOND S. CUSHMAN  
J. ROBERT MATHIS  
DELMAR W. HOLLINGS  
ARTHUR D. GORDON  
GEORGE D. WESTON  
WILLIAM J. LAMDA

LAW OFFICES  
DAVIES, RICHBERG, TYDINGS, BEERE & LANDA  
1000 VERMONT AVENUE, NORTHWEST  
WASHINGTON 5, D. C.

TELEPHONE NATIONAL 8-1000  
CABLE ADDRESS DAVLON

ADRIEN F. BUCKER  
OF COUNSEL

J. A. CONNEDMAN  
ASSOCIATE

November 3, 1954

EXHIBITATIVE FILE  
Highway Improvement  
Committee

Mr. Dave Beck  
100 Indiana Avenue, N. W.  
Washington, D. C.

Dear Dave:

Yesterday Burt Seymour and I conferred with General Lucius Clay in New York along the lines you and I discussed last week, and explored the feasibility of the ACT Committee taking a leading part in promoting the road program.

General Clay replied that the help would be most welcome. He said that probably the Clay Committee of which you and he are members, would recommend the formation of a federal agency to carry out the program. Further, Clay said he thought that in order to combat the attacks of the railroads it would be desirable to form a good roads association on a national basis, headed preferably by persons not connected directly with the trucking industry, which would stimulate public opinion in favor of the operations of the new federal agency. The obvious role for the ACT Committee would be in connection with this good roads association.

We left General Clay with the understanding that details for ACT participation are to be worked out after the Clay Committee has officially made its report to the President.

With best wishes.

Sincerely,

Red

Arthur D. Gordon

11:44

ADMINISTRATIVE FILE  
Highway Improvements  
Committee  
Federation of Labor - Utah

Utah State Federal

151 South 2nd East, Salt Lake City, Utah

November 3, 1951

AN OPEN LETTER

To His Excellency  
President Dwight D. Eisenhower  
The White House  
Washington, D. C.  
Dear Mr. President:

We are pleased to note that in July, 1951, you sent a recommendation to the annual Conference of Governors at Bolton, Landing, New York, for construction of \$70 billion's worth of new highways during the next ten years. This proposed expenditure, as we understand it, is to be over and above the present tax collection and is to be paid by additional highway taxes. Because this proposed plan, as announced by press, made no mention of how precisely the highways would be financed, the general impression was that gasoline and oil taxes would be increased to meet additional cost of construction.

Now, however, the understanding is that your plan calls for the issuance of bonds, purchased by private finance, but we fear that to amortize this huge interest-bearing debt will greatly increase transportation costs to the motoring public.

Outstanding revenue bonds for highways carry an interest charge of between 2 1/2 per cent to 4 per cent. At a 3 per cent single interest rate on \$5 billion a year amortized over 25 years, with \$5 billion borrowed each year for 10 years, the total interest paid over the resulting 35 years would amount to \$19,570,000,000. For this vast charge, not a shovelful of dirt or a pound of material would go into highway construction — it is entirely overburden.

This assumes that each year's borrowing begins to be amortized in the beginning of the second year of the life of the bond debt. The burden of such a plan is clear when we combine the total of interest and principal payments, \$39,570,000,000, which would add \$2 billion a year for a period of 35 years to our present traveling costs.

This debt-money must be collected from the public at a cost of the usual one-cent-a-mile toll-revenue if all roads are built. If financed by taxes, it would triple the taxes (present taxes would stay) on gasoline, oil, tires, and taxes based on 1953 consumption.

This revenue will come principally from people who work for their living, many of them commuting to and from their employment. Thus, the principal revenue will be derived from wage earners, agricultural workers, and salesmen. This revenue will reduce by a like amount the purchasing power of these people.

Then there must be added to the \$2 billion increase in highway travel costs, the amount of money required for upkeep of this new network of roads during this same 35-year period.

Another fact to be considered is that no sure economic guarantee against business recession, unemployment, or depression has been found. Therefore, if these conditions should happen again, we should still be faced with the annual interest charge on the revenue bonds. They would continue to pile up interest charges until we were able to work our way out of the slump and use the roads sufficiently to make them pay their way again.



Another awkward feature of the proposed plan is that the revenue earning ability of the roads would demand that they be built principally in the states where the traffic is heaviest. Thus the plan would eliminate (respecting California) the 14 Western States where there are thousands of miles of inadequate highways which would not receive the benefits received by other states. It is in these undeveloped Western States that multiple-lane, divided highways over long stretches of the country are so urgently needed not only for safer, easier driving, but also for faster development of these sparsely populated regions. Roads through them are, moreover, essential to trans-continental travel and to the enjoyment of the people of thickly-populated states.

It is easy to criticize, and it is especially common to offer criticism of an Administration's plan; however, we are not making these objections to the proposed plan without having a substitute plan to offer, one that will, if enacted into law, likely save the nation billions of dollars.

The Utah State Federation of Labor has for several years been engaged in working out a sound and practical method of financing a system of multiple-lane arterial highways that will meet not only the present demand, but also one that will be adequate for the cars and the heavier trucks of the future. In January, 1934, the USFL announced a plan which will meet the problem of financing an adequate national highway system without the added burden of increased costs and taxes to the public. It is now anticipated that the USFL plan will be introduced in Congress.

The Plan will actually reduce travel costs. It calls for repealing the Federal gasoline and oil tax, and excises on tires and tubes (which aggregate taxes in 1933 amounted to \$2,000,000,000) and replacing these taxes with a use-tax, not to exceed \$1 billion a year, for use of the highways built under the USFL Plan; this would show a saving on the basis of the 1933 taxes. As the number of cars, trucks, and buses on the highways increased, the saving to the individual user would be further increased.

The USFL Plan provides a use-tax of \$1 billion a year, to be plowed back for upkeep and for building additional highways. Thus a service would be rendered which would enable the building of \$80 billion worth in new roads (or upkeep) of additional new national highways in the 20-year period. But it would cost the public only \$200 million, the amount collected for use of the new highways over this same 20-year period.

This great saving would be possible through use of the nation's credit, interest-free, by supplying for use by the public, a medium (United States Notes made legal tender at their face value for all debts public and private) for the exchange of goods and services, that has been paid (not loaned) into circulation for value received. This would replace Federal Reserve Notes now outstanding.

It is the combined credit of all the people that makes up the nation's credit. Therefore, it is the people who should benefit by use of the nation's credit without having to pay interest on it.

Now, Mr. President, a great many well-meaning persons will say that to put \$25 billions of new currency into circulation to build highways would be inflating the currency in a like amount. But the USFL Plan will not cause even a trace of currency inflation.

This is the reason:

The Federal Reserve Banking System has borrowed from the Treasury \$26 1/2 billions of Federal Reserve Notes, using the banks' paper collateral as a security to guarantee return of the notes to the Treasury. Thus 25

of the 26 1/2 billions of dollars of Federal Reserve Notes, now outstanding, can be returned to the Treasury, and the banks' collateral taken down as the new currency (U.S. Notes) is paid into circulation.

The Board of Governors of the Federal Reserve System, said recently:

"Under this system the volume of currency in circulation increases when the public's needs become larger, and declines when they become smaller. In the latter case member banks, on receipt of currency from their depositors, redeposit it with the Federal Reserve Banks, receiving credit in their reserve accounts. The Reserve Banks can then turn it over to the Federal Reserve Agents and redeem the assets previously pledged as collateral for the notes." (The Federal Reserve System, 1961 edition, page 90.)

On page 191, it further states:

"From its beginning, the system through its currency function has provided elasticity. The machinery for supplying currency for circulation when it is needed and withdrawing it when no longer needed has proved adequate and has worked almost automatically.

The new United States Notes which would go into circulation in paying for labor, materials, and other costs in construction of the highways will be deposited in the banks — as would any other money in this kind of transaction. The Constitution has given Congress the right and the Supreme Court has upheld this interpretation — See Case 307 U.S. 247 and 309 U.S. 438.

To issue legal tender currency. This will release the need for Federal Reserve Notes in circulation so that they can be returned to the Treasury, and the banks' collateral returned. Nothing is changed except the name of the currency in circulation and the manner in which it goes into circulation.

It will not require calling of the loans which were responsible for the Federal Reserve Notes now in circulation in order to retire them. Neither will it cause a recession of business by retirement of the Federal Reserve Notes because they will be replaced, in full amount, by United States Notes. The new notes will serve the same purpose in the exchange of goods and services that the Federal Reserve Notes now serve, but with this distinction: No one would be paying interest on the United States Notes — \$25 billions — to keep them in circulation. Being a direct issue by the government in payment for labor and material and not being sold for bonds, they (U.S. Notes) would be free of the burden of interest; and their retirement would come from assets.

Perhaps not one man in ten thousand observes or cares, when he uses a \$10 note in making a purchase, whether it is a United States Note or a Federal Reserve Note; nor does the ordinary citizen know the difference in backing, were he to observe. Both media will purchase the same amount of goods and services; the name on the currency makes no difference to him for he is accustomed to handling both.

However, by using the USFL Plan the taxpayers will save approximately \$4 1/2 billion (this represents the \$19 1/2 billion in interest costs and the \$25 billion in United States Notes which replaces the Federal Reserve Notes now in circulation). Both you, Mr. President, and the Republican Party are pledged to save taxes, and this USFL Plan offers savings which the taxpayers have long been looking for and expecting. Ordinary taxes can be reduced by stopping the wastes in foreign aid, etc. This is now beginning to be accomplished. But the interest tax on the proposed long-term bond issues floated to raise funds for the proposed \$80 billion highway program is not consistent with the Administration's economy program. That kind of tax just keeps

eating up a good share of the wage earner's purchasing power and without giving him anything in return.

The USFL Plan makes possible the building of more than 25,000 miles of cross-country highways that will save time, money, and gasoline and oil consumption with multiple-lane highways where they take the most direct route across the nation. It will also provide aid in more rapid development of the West.

The Plan will also make possible the building of a heavy-duty lane in the highway system that will accommodate heavy trucks and defense equipment, and thus reduce the cost for repairs of the automobile highway lanes.

The labor supply is also one of the prime considerations in building a national highway system. Another consideration is the availability of raw materials and the industrial plants necessary to process the material into building materials. America has that, too.

We also have the important engineering "know-how" to do the job right. We have everything needed to do the job, Mr. President, except the medium of exchange necessary to bring these forces together in the creation of new wealth for the nation. Congress can supply this medium - currency - unburdened with interest.

We are a nation of traders; we want to exchange our services for goods, and our goods for a medium which can be in turn exchanged for other services and for raw material.

Our citizens desire the government to furnish a medium of exchange which is not created by debt. The only sound, scientific, and equitable way to place in circulation such a medium that will comply with this hope is for the Treasury to pay legal tender currency in the construction of self-liquidating public projects.

Then to regulate the amount of currency in circulation, the United States Notes would be taxed out of circulation for use of the highways. If there is no unemployment, they should be held; if there is unemployment, they should be paid out for other needed improvements.

Among the many money laws which have been passed by Congress, none of them has provided for the nation's use of its own credit without the payment of interest to some private corporation or person. This, we believe, is wrong, since it establishes an unnecessary tax burden upon the people when building necessary public projects such as highways, flood controls, and reforestation. Bear in mind that what we propose is not "printing press" money but interest-free money issued solely in exchange for labor and material with "use-toll" providing adequate retirement.

Now, Mr. President, the wage earners, the farmer, the industrialists, and the businessman will all appraise it as a "good deal" if you recommend the National Highway Plan to Congress. You can be sure that the American people will know how to show appreciation for the added purchasing power that will be made possible by the enactment of this proposed legislation.

Sincerely,

The Committee on Adequate Highways

W. E. DeWitt, Chairman  
Charles B. Holts, Member  
David S. Tanner, Member

enclosure  
WED:v  
oeiu-13

A PLAN PROVIDING FOR AN ADEQUATE NATIONAL HIGHWAY  
SYSTEM THE TAXPAYERS CAN AFFORD

by  
Will Dew

Enabling Congress to authorize the building of an adequate national super-highway system, and to direct the issuance of legal tender currency in the amount of twenty-five billion dollars for the establishment of a revolving fund to pay for the building and maintenance of a national multiple-lane highway system; to create a Board of National Highway Management, setting forth the scope and manner of the Board's operations and the power and duties of other persons charged with the construction and maintenance of the national highway system; to provide for a "use toll," method of collecting the toll and disbursing the monies so collected; providing for the retirement of the non-interest-bearing government and state bonds issued in the system of financing; repeal of the federal gas and oil tax; and for other related purposes.

BE IT ENACTED BY THE SENATE AND HOUSE OF REPRESENTATIVES OF THE UNITED STATES OF AMERICA IN CONGRESS ASSEMBLED, THAT

(a) For the purpose of providing means for the financing of an adequate national multiple-lane arterial highway system Congress shall, immediately upon the enactment of this bill, notify the Comptroller of the Currency, and thereupon it shall be his duty, under the supervision of the Secretary of the Treasury, to cause to be engraved, printed, delivered and held in trust by the Comptroller of the Currency, the amount of twenty-five billion dollars (\$25 billion) of non-interest-bearing United States bonds.

(b) Such bonds shall be secured by the full faith and credit of all the resources of the United States, and shall be used for the full backing of a like amount of United States currency.

(c) It shall be the further duty of the Comptroller of the Currency, under the supervision of the Secretary of the Treasury, to cause to be engraved, printed, delivered, and held in trust by the Comptroller of the Currency, the amount of twenty-five billion dollars in currency. This currency shall be known as United States Notes. Such notes shall have printed upon their face: "This note is legal tender at its face value for all debts public and private," and shall have engraved and printed upon their back the OBVERSE FACE and REVERSE FACE of the Great Seal of the United States of America. Such notes shall be used exclusively for the purchase of non-interest-bearing state bonds as authorized under this Act.

(d) The states through which the national highway system will run shall, to derive the benefit of this act, issue non-interest-bearing bonds and upon the authority of the Board of National Highway Management shall sell such bonds to the Comptroller of the Currency to secure the funds necessary for construction of the highways through their respective states.

SECTION 2 (a) The state governments participating in the building of the national highway system are, by authority of this Act, and in cooperation with the Board of National Highway Management, directed to call for bids and let contracts for construction of the highways.

(b) Upon completion of the highways through each participating state, and when an accounting of the money used has been made, the state's non-interest-bearing bonds shall be returned as fully paid and cancelled by the Comptroller of the Currency.

SECTION 3 (a) A Board of National Highway Management is hereby created and established to organize and manage, in behalf of the nation, a multiple-lane arterial highway system built to the highest specifications of modern highway engineering. The Board shall consist of fifteen members and they shall elect a President and Secretary. Immediately after the Board is organized it shall divide the states into fifteen districts, and one member of the Board shall be assigned to each district.

(b) A Board of National Highway Management shall be appointed, within 30 days following the enactment of this Bill by the President of the United States, thereafter, one member from each district aforesaid, shall be appointed by the senior members of the House of Representatives from the states making up each district, and shall hold office for a period of four years. Each such member of this Board shall be approved by the Senate and shall hold office until his successor is appointed and approved by the Senate. The salary of each member of the Board of National Highway Management shall be \$15,000 per annum and ten cents per mile for necessary traveling and subsistence expense.

(c) Any member of the Board of National Highway Management may be removed from office by the President of the United States for misconduct in office after proper investigation.

SECTION 4 (a) The Board of National Highway Management, in cooperation with the states, shall designate the number of highways to be built with the \$25 billion United States note issue authorized under this Act, also direct their location and course from one point to another to best serve the public and the national defense.

(b) The Board of National Highway Management may acquire, by purchase or by the exercise of the right of eminent domain, all requisite property and property rights necessary in the construction of highways built under this Act.

SECTION 5 (a) All building of the highways authorized under this Act shall be conducted under the name of the Board of National Highway Management. The Board of National Highway Management shall be accountable to the Congress of the United States of America.

(b) The Comptroller of the Currency shall have general auditing supervision over the expenditure of money under this Act.

SECTION 6 (a) The Board of National Highway Management shall notify the Comptroller of the Currency and he shall cause to be engraved and printed by the Treasury Department of the United States, suitable sticker type stamps to be used on the windshields of automobiles, trucks, and buses, designating that the owner of such vehicle has right to the use of all highways built under this Act. The windshield stamps shall be available for purchase by the public at all postoffices throughout the nation.

(b) The Board of National Highway Management shall fix the amount of "use toll" to be paid for each class of vehicle using the national arterial highway system. The sum-total of the use-toll collected shall not amount to less than 4% nor more than 5% per annum of the \$25 billion provided under this Act.



(c) 1. The revenues earned from use of the highways and collected through the use-toll shall be used to retire the non-interest-bearing United States bonds used for collateral for the United States notes issued under this Act.

2. The issue of United States notes, after the United States non-interest-bearing bonds have been retired, will be the debt-free capital of the public, and shall become the capital for establishing a revolving fund to fulfill the further purpose of this Act.

3. The fund shall be used by the Board of National Highway Management to pay salaries and other expenses of the Board, and for upkeep of highways built under this Act, and for the construction of additional highways.

4. The amount of money kept in the revolving fund shall be sufficient only to keep the Board's commitments liquid.

SECTION 7. The Act of June 6, 1932, C. 269, Sec. 617, 47 Stat. 266, as amended by Act of May 10, 1934, C. 277, Sec. 603 (1st), 48 Stat. 764, 765 concerning tax on gasoline, and the Act of June 6, 1932, C. 269, Sec. 601 (c) (1), 47 Stat. 259, as amended by Act of June 10, 1933, C. 96, Sec. 4 (b), 48 Stat. 255; May 10, 1934, C. 277, Sec. 603 (a), 48 Stat. 764, concerning tax on lubricating oils, are hereby repealed.

SECTION 8. One hundred thousand dollars is hereby appropriated by Congress to carry out the provisions of this Act, until the revenues earned from the highways have been realized. The Treasury Department shall be fully reimbursed for the funds advanced.

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#### APPENDIX

The authority to use an issue of United States legal tender currency in the building of a national highway system is established in the constitution and Supreme Court decisions. We are suggesting such a plan because: (1) The nation is in desperate need of an adequate highway system to meet the needs of present day transportation. (2) The nation's economy is threatened by excessive taxation. (3) The nation's and the states' bonded indebtedness must be lowered — not increased. (4) Congress has the power to issue the money for the building of a national highway system and should do so.

The provisions granting to Congress power over our medium of exchange (money) is found in Article I, Section 8, Clause 5, of the Constitution: "To coin money, regulate the value thereof, and of foreign coin." The Supreme Court of the United States in the case of Guaranty Trust Company of New York, et al., v. Henwood, 307 U. S. 247, rendered this clarifying decision.

"Under Congressional power of Congress to coin money and regulate the value thereof, and its broad comprehensive authority over subjects of revenue, finance and currency derived from other constitutional provisions, Congress was authorized to establish, regulate and control the national currency and to make that currency legal tender money for all purposes, including payment for dollar domestic obligations with options for payment in foreign currencies." And again in the case of Emery Bird Thayer Dry Goods Co. v. Williams, 309 U. S. 655:

"Congress' power over money is power to legislate wherever people's welfare is served by regulation of this medium of exchange and extends to certain bullions used as money metals so far as proper to control effects of such bullion on money."

These momentous decisions leave no doubt that Congress is mandated under the constitution and Supreme Court decisions to establish a medium of exchange, and may do so by paying legal tender currency into circulation on congressionally approved public projects, such as a national highway system. They say:

*"Congress was authorized to establish, regulate and control the national currency and to make that currency legal tender money for all purposes," and "To legislate wherever people's welfare is served by regulation of this medium of exchange."*

This is the supreme law of the land declared to be so by the constitution and the Supreme Court of the United States of America.

Some may believe that in building our roads with an issue of United States currency would be feeding inflation. It will not cause inflation. The money must be earned — over quite a period of time — before it is spent. To the contrary, the banks when making loans to the government and to the public create money. They monetize goods and property, and the nation's credit, by accepting such as collateral and then using money in circulation (bank deposits), to cash checks drawn against the banks' credit, thus creating a new medium of exchange which may be used to take consumer goods off the market. The banks, therefore, may cause either inflation or deflation in the present custom of doing business.

Marriner S. Eccles, former Chairman of the Federal Reserve Board said:

*"The power to create money and regulate the value thereof has always been an attribute of a sovereign power. . . . The development of deposit banking, however, introduced into the economy numerous private agencies which have the power to create and destroy money without being recognized as creators and destroyers of money by the government or by the people."*

Shall we have, under this new plan, an adequate national highway system and reduced taxes, or will we muddle along with increasing taxes and bonded indebtedness under a system that spells high travel cost and a shocking number of accidents?

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# Beverly Evening Times

Reg. U. S. Pat. Off.

ESTABLISHED AS A DAILY IN 1893

Published daily, except Sundays and Legal Holidays  
at 410-416 Cabot Street, Beverly, Mass., by the  
Times Publishing Corp.—Tel. 9, 10 and 11  
LEWIS B. HOVEY, Editor and Publisher

Lawrence S. Hovey, General Manager

Carlotta B. Hovey, Managing Editor

WORLDWIDE WIRE NEWS FROM INTERNATIONAL NEWS SERVICE

Subscription Price: Single copy, 5 cents. Month subscription 2 cents per day, one week 15c; one month \$1.25; three months \$3.75; six months \$7.50; one year \$14.00. Reduced rates to members of the Armed Forces. Entered as second class matter Oct. 5, 1893 at the Post Office at Beverly, Mass., under the act of March 3, 1879. The Times assumes no liability for typographical errors in advertisements but will reprint that part of an advertisement in which the error occurs. All advertising copy should be in the Times Office before noon to ensure publication the following day.

Average Net Paid Circulation March 31, 1953, 6,546 Daily. (A.B.C.)

## BIG JOB FOR THE GENERAL

General Lucius Clay has just been handed a tough job by President Eisenhower. He is heading up an advisory group which will meet with the President and other Government officials on the \$60-billion highway program. This large outlay over a period was suggested by Mr. Eisenhower at a governors conference.

There have been divided opinions as to how the highway funds should be spent. Some of the strong advocates of states' rights are of the opinion that the money should be siphoned to the states with expenditures planned and supervised under state control. Others feel that the national interest will be served more effectively by a strong role by the Federal Government.

About the need for more and better highways there seems little dispute. We are in the motor age in which more and more of our freight hauling and commodity delivery is done by motor trucks. This increase in highway hauling as our population expands means that we must have more roads, built to withstand the growing volume of traffic.

General Clay has had some tough jobs in his career and he is a man who always delivers. In his new job he returns to a role in which his background as an engineer will be both useful and essential. As an engineering administrative adviser General Clay should bring a sense of real stature to the group studying this challenging highway program. We wish him luck. — Pres. Dave Beck of Teamsters Union.

*Telifax* **WESTERN UNION** *Telifax* ↑

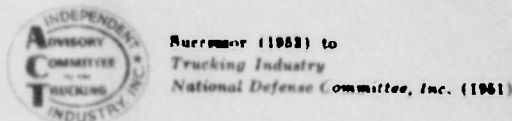
THE TIME SHOWN ON THE FACE OF THE CLOCK IS THE STANDARD TIME OF THE PLACE TO WHICH THE MESSAGE IS BEING TRANSMITTED. TIME OF MESSAGE IS NOT A FACTOR IN THE TIME OF DELIVERY.

LD0036 GOVT PD-THE WHITE HOUSE WASHINGTON DC 21 317PME-  
DAVID BECK, GENERAL PRESIDENT-  
INTERNATIONAL BROTHERHOOD OF TEAMSTERS UNION-  
100 INDIANA AVE WASHDC-  
CONFIRMING AT GENERAL CLAY'S REQUEST, MEETING 1000 AM  
WASHINGTON, OCTOBER 28TH-  
F C TURNER-  
FAX  
ADMINISTRATIVE FILE  
Highway Improvements  
Committee  
X

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Independent **A**dvisory  
**C**ommittee  
to the **T**rucking Industry

WASHINGTON OFFICES  
1000 Vermont Avenue, N.W.  
Metropolitan  
Sterling Building  
401 - 14th Street, N.W.  
District 7-1014  
District 7-1014  
NEW YORK OFFICE  
1710 Broadway  
Circle 8-7812



October 21, 1954

*Board of Directors*

**DAVE BACE** - National Chairman  
General President, International  
Brotherhood of Teamsters

**WALTER F. CASEY** - Co-Chairman  
Board Chairman, American Trucking  
Associations

**BOY FOURHAUS** - Co-Chairman  
President, Freight Trailer Co.

**S. M. SEYMOUR** - Co-Chairman  
President, Associated Transport, Inc.

*President:*

**S. M. SEYMOUR**

*Operating Committee*

**J. CLAUDE HATTIMORE** - Chairman  
Managing Director

**DAVID S. CHADWAY**  
President, Allied Public Relations

**ARTHUR A. CONNOR** - General Counsel  
Partner - Davis, Robinson, Tydings,  
Beale & Landa

**JOHN M. HODGINS** - Consultant

*Congress of Highway Users*

**LOUIS SCHRAMM, JR.** - Chairman  
President, Allied Van Lines, Inc.

Vice Ann Watkins  
Office of the President  
International Brotherhood of  
Teamsters  
100 Indiana Avenue, N.W.  
Washington, D. C.

Dear Ann:

At Mr. Seymour's suggestion I am sending you the enclosed materials:

1. A proposed letter for Seymour's signature addressed to General Clay.
2. An outline of a proposal whereby the ACT Committee and the trucking industry would be responsible for selling to the American Public the recommendation of the President's Special Highway Advisory Committee.

I have read the testimony from the various groups who appeared at the open hearings and I must say that if I were in your boss's position, or in General Clay's position, I would feel very discouraged. I felt that there were very few constructive suggestions put forth. When an organization such as the American Automobile Association, which has been studying the road problem for years, says that they have no recommendations and will have no policy until after their annual meeting, the enormity of the Committee's job is appalling.

I don't believe that I have to point out to you the good will which would accrue to the ACT Committee and to the trucking industry in general if they were to spearhead the selling of the enclosed program to the American Public. Since General Clay is on the Board of General Motors, I do not believe that it would be too difficult for him to call important automobile



Miss Ann Watkins

- 2 -

October 21, 1954

manufacturers, builders of road building machinery, and other groups directly concerned with better roads - explain the plan which is briefly outlined in my presentation and ask them to support it financially. Mr. Seymour and Mr. Condon have wholeheartedly endorsed this whole idea, but I am not sure that a letter from Seymour to Clay is the best way of initiating it.

I have not had an opportunity to present this to Elmer Kohn or Eddie Cheyfitz, and I would appreciate it if you would get a reaction from Cheyfitz, because I feel that he would agree that the plan would have valuable public relations benefits and would go a long way towards settling ACT's financial difficulties.

Findest personal regards.

Matt

J. Clarke Mattimore

JCM:gr  
enclosures

PROPOSED LETTER FOR MR. B. M. SEYMOUR'S SIGNATURE ADDRESSED TO:

General Lucius D. Clay, Chairman  
The President's Advisory Committee on  
a National Highway Program  
The White House  
Washington, D. C.

Dear General Clay:

In the past, the Independent Advisory Committee to the Trucking Industry has pledged its whole-hearted support of the President's ten-year road building program, and we have offered the full resources of our organization in helping to develop this program. I would like to make this offer more specific.

I am sure that your Committee will come up with a workable and sound plan of financing and allocation of responsibility. However, I am just as certain that any plan involving the raising and spending of \$101 billion dollars is bound to be controversial, and there will be loud protests from various groups who feel that they will be hurt. Any program requiring cooperation of Mayors of cities, State Governors, Departments of the Federal Government, and interested Trade Associations must have their approval and enthusiastic support.

The ACT Committee is the ideal group to spearhead the selling of the program. Representing as it does, management, labor and suppliers, ACT is an existing organization of millions of salesmen who are directly concerned with the problem of better roads. Our people, working at the grass roots level, could do much to explain not only the need for the program, but also the best method of making it come about.

We have worked out a method of accomplishing this mammoth sales program and Mr. Dave Beck and I would appreciate the opportunity to discuss this plan with you.

Very sincerely yours,

AN EDUCATIONAL PLAN TO PROMOTE THE  
PRESIDENT'S NATIONAL HIGHWAY PROGRAM

F O R W A R D

Any program involving the raising and spending of \$101 billion dollars is bound to be controversial. The first reaction of the State Governors at Lake George is an example of what can be expected when General Clay's Committee submits its report to the President. A number of the Governors did not understand the President's proposal and they were outspoken in their objections.

I am sure that General Clay's Committee will come up with a workable and sound program for the financing and allocation of responsibilities, but there will be loud protests from various groups who feel that they will be hurt. These groups could do much to kill the acceptance of the plan. In any program requiring cooperation of so many different segments of local and state government, enthusiastic approval is much to be desired.

Here is a plan to explain the Clay Committee's proposed program to the American public, State Governors, Federal and State Legislators, Mayors, and Civic Groups.

The Independent Advisory Committee to the Trucking Industry is the ideal group to spearhead the selling of this program. Representing as it does all segments of the trucking industry - labor, management and supply - ACT is an existing organization of literally millions of salesmen who are directly concerned with the problem of better roads. These men, working at the grass roots level, could explain not only the need for the ~~problem~~ <sup>Program</sup> but also how it could be brought about.

J. Clarke Mattimore

#### OUTLINE OF A PROPOSED PLAN

NOTE: This is not a detailed operational plan - rather it is a broad procedural plan - first on a national and then on a local level.

#### Organisation at National Level

1. Prior to the President's release to the general public of the Clay Committee's proposal, favorable statements should be obtained (where possible) from all organisations who appeared before the President's Committee as well as from interested groups who did not appear.
2. A fact book explaining the proposal and covering anticipated questions and answers should be written and distribution planned to our thousands of local chairmen.
3. The Advertising Council should be contacted and the request made that the proposal be accepted as a council "project" to help sell it to the American public.
4. A motion picture should be made explaining the need for better roads and the method of financing.

Note: This film would be 25 minutes in length and would be designed for showing to civic clubs and similar groups. The film would be written so that it could be cut to 12½ minutes for use - on a sustaining basis - by local TV stations.

5. Production of a series of radio spots to be made available to local radio stations on a sustaining basis.

(With reference to Paragraphs 4, 5, and 6, prints and tapes to be made available to local groups for placement.)

6. Production of a series of 20 second films for use - on a sustaining basis - as television spots.
7. Preparation of "publicity kits" for national publicity covering:

Magazines  
Wire Services  
Newsreels  
Sunday Supplements  
Radio  
TV  
Trade Publications  
House Organs



8. Preparation of publicity kits for use at the local level to be placed by our local chairmen.

Organisation at Local Level

State co-chairman would be appointed in every state. Co-chairmen to be the Teamsters representative, an American Trucking Association representative, and where indicated; a Fruehauf designated representative, an Associated Transport representative, and a prominent citizen who has shown an interest in the problem of good roads.

First activity of this group would be to call on their Governor and ask him to issue a statement endorsing the plan.

Organisation would then be carried down to the county and city level reporting to the state co-chairman and to national headquarters. Activity would be to call on county commissioners, mayors and other key people, also to set up speakers' bureaus and publicity committees to handle the distribution of material prepared by national headquarters.

Financing the Plan

Obviously this plan will be costly and the chief question is how we will pay for it. ACT can offer the manpower and the organizational and promotion "know-how", but ACT is not in a position to finance it.

The suggestion is made that another committee be organized after the Clay Committee has made its report and is discharged by the President. This committee would be made up of presidents of corporations and organizations who are the most interested in seeing the President's program go through.

This list would include: automobile companies; truck, trailer, and bus manufacturers; manufacturers of road building equipment; insurance companies concerned with safety on the highways; etc. These groups would put up the money to carry through an exhaustive educational program.



ADMINISTRATIVE FILE

Highway Improvements  
Committee

X

PROPOSED LETTER FOR MR. D. M. SKIDMORE'S SIGNATURE ADDRESSED TO:

General Leslie D. Clay, Chairman  
The President's Advisory Committee on  
a National Highway Program  
The White House  
Washington, D. C.

Dear General Clay:

In the past, the Independent Advisory Committee to the Trucking Industry has pledged its whole-hearted support of the President's ten-year road building program, and we have offered the full resources of our organization in helping to develop this program. I could like to make this offer more specific.

I am sure that your Committee will come up with a workable and sound plan of financing and allocation of responsibility. However, I am just as certain that any plan involving the raising and spending of \$101 billion dollars is bound to be controversial, and there will be loud protests from various groups who feel that they will be hurt. Any program requiring cooperation of mayors of cities, State Governors, Departments of the Federal Government, and interested Trade Associations must have their approval and enthusiastic support.

The ACT Committee is the ideal group to spearhead the selling of the program. Representing as it does, management, labor and suppliers, ACT is an existing organization of millions of salesmen who are directly concerned with the problem of better roads. Our people, working at the grass roots level, could do much to explain not only the need for the program, but also the best method of making it come about.

We have worked out a method of accomplishing this smooth sales program and Mr. Dave Beck and I would appreciate the opportunity to discuss this plan with you.

Very sincerely yours,

See Joe [Signature]

AN EDUCATIONAL PLAN TO PROMOTE THE  
PRESIDENT'S NATIONAL HIGHWAY PROGRAM

F O R W A R D

Any program involving the raising and spending of \$101 billion dollars is bound to be controversial. The first reaction of the State Governors at Lake George is an example of what can be expected when General Clay's Committee submits its report to the President. A number of the Governors did not understand the President's proposal and they were outspoken in their objections.

I am sure that General Clay's Committee will come up with a workable and sound program for the financing and allocation of responsibilities, but there will be loud protests from various groups who feel that they will be hurt. These groups could do much to kill the acceptance of the plan. In any program requiring cooperation of so many different segments of local and state government, enthusiastic approval is seen to be desired.

Here is a plan to explain the Clay Committee's proposed program to the American public, State Governors, Federal and State Legislators, Mayors, and Civic Groups.

The Independent Advisory Committee to the Trucking Industry is the ideal group to spearhead the selling of this program. Representing as it does all segments of the trucking industry - labor, management and supply - ACT is an existing organization of literally millions of salesmen who are directly concerned with the problem of better roads. These men, working at the grass roots level, could explain not only the need for the program, but also how it could be brought about.

J. Clarke Mattimore

UCL 52 1954

See for file

OUTLINE OF A PROPOSED PLAN

3. Preparation of publicity kits for use at the local level to be placed by our local chairmen.

NOTE: This is not a detailed operational plan - rather it is a broad procedural plan - first on a national and then on a local level.

State co-chairmen Organization at National level. Co-chairmen to be the Teamsters representative, an American Trucking Association representative, and where indicated; a Fruehauf designated representative. Prior to the President's release to the general public of citizens who like the Clay Committee's proposal, favorable statements should be obtained (where possible) from all organizations who first appeared before the President's Committee as well as from and ask interested groups who did not appear. plan.

2. A fact book explaining the proposal and covering anticipated report questions and answers should be written and distributed. Activ planned to our thousands of local chairmen, mayors and other key people, also to set up speakers' bureaus and publicity committees

3. The Advertising Council should be contacted and the request quarters, made that the proposal be accepted as a special "project" to help sell it to the American public.

4. A motion picture should be made explaining the need for better roads and the method of financing.

Obviously this plan will be costly and the chief question is how we will pay for it. This film would be 25 minutes in length and would be designed for showing to civic clubs and similar groups. The film could be written so that it could be cut to 15 minutes for use - as a starter the Clay Committee

5. Production of a series of radio spots to be made available to: local radio stations on a sustaining basis.

This list (with reference to Paragraphs 4, 5, and 6, printer, and bus manufacture and tapes to be made available to local groups; insurance companies for placement; safety on the highways; etc. These groups would put up the money to carry through an exhaustive educational

6. Production of a series of 20 second films for use - on a sustaining basis - as television spots.

7. Preparation of "publicity kits" for national publicity covering:

Magazines  
Wire Services  
Newsreels  
Sunday Supplements  
Radio  
TV  
Trade Publications  
House Organs

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#### OUTLINE OF A PROPOSED PLAN

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Magazines  
Wire Services  
Newsreels  
Sunday Supplements  
Radio  
TV  
Trade Publications  
Press Organs

OGA 52 1000  
BSC for 8:15nd



8. Preparation of publicity kits for use at the local level to be placed by our local chairmen.

Organization at Local Level

State co-chairmen could be appointed in every state. Co-chairmen to be the Tennessee representative, an American Trucking Association representative, and where indicated, a Prichard designated representative, an Associated Transport representative, and a prominent citizen who has shown an interest in the problem of good roads.

First activity of this group could be to call on their Governor and ask him to issue a statement endorsing the plan.

Organization would then be carried down to the county and city level reporting to the state co-chairmen and to national headquarters. Activity would be to call on county commissioners, mayors and other key people, also to set up speakers' bureaus and publicity committees to handle the distribution of material prepared by national headquarters.

Financing the Plan

Obviously this plan will be costly and the chief question is how we will pay for it. ACT can offer the manpower and the organizational and practical "know-how", but ACT is not in a position to finance it.

The suggestion is made that another committee be organized after the Clay Committee has made its report and is discharged by the President. This committee would be made up of presidents of corporations and organizations who are the most interested in seeing the President's program go through.

This list would include: automobile companies; truck, trailer, and bus manufacturers; manufacturers of road building equipment; insurance companies concerned with safety on the highways; etc. These groups would set up the money to carry through an exhaustive educational program.

001 52 1024

4/50 J. A. J. J.



PROPOSED LETTER FOR MR. D. M. SHYMON'S SIGNATURE ADDRESSED TO:

General Rochus D. Clay, Chairman  
The President's Advisory Committee on  
a National Highway Program  
The White House  
Washington, D. C.

Dear General Clay:

In the past, the Independent Advisory Committee to the Trucking Industry has pledged its whole-hearted support of the President's ten-year road building program, and so have offered the full resources of our organization in helping to develop this program. I would like to make this offer more specific.

I am sure that your Committee will come up with a workable and sound plan of financing and allocation of responsibility. However, I am just as certain that any plan involving the raising and spending of \$101 billion dollars is bound to be controversial, and there will be loud protests from various groups who feel that they will be hurt. Any program requiring cooperation of Mayors of cities, State Governors, Departments of the Federal Government, and interested Trade Associations must have their approval and enthusiastic support.

The ACT Committee is the ideal group to spearhead the selling of the program. Representing, as it does, management, labor and suppliers, ACT is an existing organization of millions of businessmen who are directly concerned with the problem of better roads. Our people, working at the grass roots level, could do much to explain not only the need for the program, but also the best method of making it come about.

We have worked out a method of accomplishing this car-roth sales program and Mr. Dave Beck and I would appreciate the opportunity to discuss this plan with you.

Very sincerely yours,

AN EDUCATIONAL PLAN TO PROMOTE THE  
PRESIDENT'S NATIONAL HIGHWAY PROGRAM

F O R E W A R D

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I am sure that General Clay's Committee will come up with a workable and sound program for the financing and allocation of responsibilities, but there will be loud protests from various groups who feel that they will be hurt. These groups could do much to kill the acceptance of the plan. In any program requiring cooperation of so many different segments of local and state government, enthusiastic approval is such to be desired.

Here is a plan to explain the Clay Committee's proposed program to the American public, State Governors, Federal and State Legislators, Mayors, and Civic Groups.

The Independent Advisory Committee to the Trucking Industry is the ideal group to spearhead the selling of this program. Representing, as it does all segments of the trucking industry - labor, equipment and supply - IAT is an existing organization of literally millions of men who are directly concerned with the problem of better roads. These men, working at the grass roots level, could explain not only the need for the program, but also how it could be brought about.

J. Clarke Battimore

#### OUTLINE OF A PROPOSED PLAN

NOTE: This is not a detailed operational plan - rather it is a broad procedural plan - first on a national and then on a local level.

#### Organization at National Level

1. Prior to the President's release to the general public of the Clay Committee's proposal, favorable statements should be obtained (where possible) from all organizations who appeared before the President's Committee as well as from interested groups who did not appear.
2. A fact book explaining the proposal and covering anticipated questions and answers should be written and distribution planned to our thousands of local chairmen.
3. The Advertising Council should be contacted and the request made that the proposal be accepted as a council "project" to help call it to the American public.
4. A motion picture should be made explaining the need for better roads and the method of financing.

Note: This film could be 25 minutes in length and would be designed for showing to civic clubs and similar groups. The film could be written so that it could be cut to 15 minutes for use - on a sustaining basis - by local TV stations.

5. Production of a series of radio spots to be made available to local radio stations on a sustaining basis.

(With reference to paragraphs 4, 5, and 6, prints and tapes to be made available to local groups for placement.)

6. Production of a series of 20 second films for use - on a sustaining basis - as television spots.
7. Preparation of "publicity kite" for national publicity covering:

Magazines  
Wire Services  
Newspapers  
Sunday Supplements  
Radio  
TV  
Trade Publications  
House Organs

8. Preparation of publicity kits for use at the local level to be placed by our local chairmen.

Organization at Local Level

State co-chairmen would be appointed in every state. Co-chairmen to be the Farmers representative, an American Trucking Association representative, and where indicated, a Fruehauf designated representative, an Associated Transport representative, and a prominent citizen who has shown an interest in the problem of good roads.

First activity of this group would be to call on their Governor and ask him to issue a statement endorsing the plan.

Organization would then be carried down to the county and city level reporting to the state co-chairmen and to national headquarters. Activity would be to call on county commissioners, mayors and other key people, also to set up speakers' bureaus and publicity committees to handle the distribution of material prepared by national headquarters.

Financing the Plan

Obviously this plan will be costly and the chief question is how we will pay for it. ACT can offer the manpower and the organizational and practical "know-how", but ACT is not in a position to finance it.

The suggestion is made that another committee be organized after the Clay Committee has made its report and is discharged by the President. This committee could be made up of presidents of corporations and organizations who are the most interested in seeing the President's program go through.

This list would include: automobile companies; truck, trailer, and bus manufacturers; manufacturers of road building equipment; insurance companies concerned with safety on the highways; etc. These groups could put up the money to carry through an exhaustive educational program.



CLARENCE S. SMITH, 1st Vice Pres., Box 481, South Mo. 4, Ogden, Utah  
ELMER J. JENSEN, 2nd Vice Pres., 1-48 Victory Rd., Washington Terrace, Ogden, Utah  
ST. LAMONT, 3rd Vice Pres., 7777 McClelland Street, Salt Lake City, Utah  
DON McCURDY, 4th Vice Pres., 1588 South Columbia Lane, Ogden, Utah  
DON E. EVANS, 5th Vice Pres., 1719 Lake Street, Salt Lake City, Utah  
DANIEL A. BROWN, 6th Vice Pres., 1738 Garfield Avenue, Salt Lake City, Utah

J. W. COVIAN, 7th Vice Pres., Hotel El Escalante, Cedar City, Utah  
MRS. AVICE THAYNE, 8th Vice Pres., Box 159, American Fork, Utah  
F. W. HART, 9th Vice Pres., 2282 Polk Avenue, Ogden, Utah  
OSCAR HANSEN, 10th Vice Pres., 541 East 4th South, Provo, Utah  
CONWAY H. LEWIS, 11th Vice Pres., 467 North 5th East, Logan, Utah  
SPENCER MADSEN, 12th Vice Pres., R. F. D. No. 1, Box 341, Provo, Utah

## Utah State Federation of Labor

151 South 2nd East, Salt Lake City, Utah  
Phone 4-7554

R. L. BEBBS, President  
151 South 2nd East  
Salt Lake City, Utah



DAVID S. TURNER, Secretary-Treasurer  
151 South 2nd East  
Salt Lake City, Utah

October 20, 1954

Mr. Dave Beck, President  
Teamsters and Chauffeurs  
100 Indiana Avenue  
Washington 1, D. C.

ADMINISTRATIVE FILE 1  
Highway Improvement  
Committee  
x Federation of Labor-Utah

Dear Sir and Brother:

I have just read in Newweek, October 16 issue, of the hearings held on the Presidents highway plan. When I talked to you in L.A. during the convention you were of the impression that no hearings would be held until the first week in December. That is, any we did not get copies of the Utah State Federation of Labor to you before the hearings. I am sorry for this delay.

The enclosed National Highway Plan which the Utah State Federation of Labor is sponsoring, and for which the A.F. of L. has assigned Brother George E. Filey, member National Legislative Committee, to assist us, will save the taxpayers of the nation several billion dollars interest charges which would be necessary under the Eisenhower Plan. We will mail you more information on this cost to the nation in a few days.

If you need more copies of our proposed highway plan please let us know and we will mail them at once.

With all good wishes, I am,

Very sincerely,

W. E. De Witt, Chairman  
Committee on Adequate Highways  
Utah State Federation of Labor

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(b) Upon completion of the highways through each participating state, and when an accounting of the money used has been made, the state a non-interest-bearing bonds shall be returned as fully paid and cancelled by the Comptroller of the Currency.

SECTION 3 (a) A Board of National Highway Management is hereby created and established to organize and manage, in behalf of the nation, a multiple-lane arterial highway system built to the highest specifications of modern highway engineering. The Board shall consist of fifteen members and they shall elect a President and Secretary. Immediately after the Board is organized it shall divide the states into fifteen districts, and one member of the Board shall be assigned to each district.

(b) A Board of National Highway Management shall be appointed, within 30 days following the enactment of this Bill by the President of the United States, thereafter, one member from each district aforesaid, shall be appointed by the senior members of the House of Representatives from the states making up each district, and shall hold office for a period of four years. Each such member of this Board shall be approved by the Senate and shall hold office until his successor is appointed and approved by the Senate. The salary of each member of the Board of National Highway Management shall be \$15,000 per annum and ten cents per mile for necessary traveling and subsistence expense.

(c) Any member of the Board of National Highway Management may be removed from office by the President of the United States for misconduct in office after proper investigation.

SECTION 4 (a) The Board of National Highway Management, in cooperation with the states, shall designate the number of highways to be built with the \$25 billion United States note issue authorized under this Act, also direct their location and course from one point to another to best serve the public and the national defense.

(b) The Board of National Highway Management may acquire, by purchase or by the exercise of the right of eminent domain, all requisite property and property rights necessary in the construction of highways built under this Act.

SECTION 5 (a) All building of the highways authorized under this Act shall be conducted under the name of the Board of National Highway Management. The Board of National Highway Management shall be accountable to the Congress of the United States of America.

(b) The Comptroller of the Currency shall have general auditing supervision over the expenditure of money under this Act.

SECTION 6 (a) The Board of National Highway Management shall notify the Comptroller of the Currency and he shall cause to be engraved and printed by the Treasury Department of the United States, suitable sticker type stamps to be used on the windshields of automobiles, trucks, and buses, designating that the owner of such vehicle has right to the use of all highways built under this Act. The windshield stamps shall be available for purchase by the public at all postoffices throughout the nation.

(b) The Board of National Highway Management shall fix the amount of "use toll" to be paid for each class of vehicle using the national arterial highway system. The sum-total of the use-toll collected shall not amount to less than 4% nor more than 5% per annum of the \$25 billion provided under this Act.

(c) 1. The revenues earned from use of the highways and collected through the use-toll shall be used to retire the non-interest-bearing United States bonds used for collateral for the United States notes issued under this Act.

2. The issue of United States notes, after the United States non-interest-bearing bonds have been retired, will be the debt-free capital of the public, and shall become the capital for establishing a revolving fund to fulfill the further purpose of this Act.

3. The fund shall be used by the Board of National Highway Management to pay salaries and other expenses of the Board, and for upkeep of highways built under this Act, and for the construction of additional highways.

4. The amount of money kept in the revolving fund shall be sufficient only to keep the Board's commitments liquid.

SECTION 7 The Act of June 6, 1932, C. 209, Sec. 617, 47 Stat. 266, as amended by Act of May 10, 1934, C. 277, Sec. 603 (b-d), 48 Stat. 764, 765 concerning tax on gasoline, and the Act of June 6, 1932, C. 209, Sec. 601 (c) (1), 47 Stat. 259, as amended by Acts June 16, 1933, C. 96, Sec. 4 (b), 48 Stat. 255, May 10, 1934, C. 277, Sec. 603 (a), 48 Stat. 764, concerning tax on lubricating oils, are hereby repealed.

SECTION 8 One hundred thousand dollars is hereby appropriated by Congress to carry out the provisions of this Act, until the revenue earned from the highways have been realized. The Treasury Department shall be fully reimbursed for the funds advanced.

WED. pw  
OEIU No. 31  
A F of L

#### APPENDIX

The authority to use an issue of United States legal tender currency in the building of a national highway system is established in the constitution and Supreme Court decisions. We are suggesting such a plan because (1) The nation is in desperate need of an adequate highway system to meet the needs of present day transportation. (2) The nation's economy is threatened by excessive taxation. (3) The nation's and the states' bonded indebtedness must be lowered — not increased. (4) Congress has the power to issue the money for the building of a national highway system and should do so.

The provisions granting to Congress power over our medium of exchange (money) is found in Article I, Section 8, Clause 5, of the Constitution: "To coin money, regulate the value thereof, and of foreign coin." The Supreme Court of the United States in the case of Guaranty Trust Company of New York, et al., v. Henwood, 307 U. S. 247, rendered this clarifying decision.

"Under Congressional power of Congress to coin money and regulate the value thereof, and its broad comprehensive authority over subjects of revenue, finance and currency derived from other constitutional provisions, Congress was authorized to establish, regulate and control the national currency and to make that currency legal tender money for all purposes, including payment for dollar domestic obligations with options for payment in foreign currencies." And again in the case of Emery Bird Thayer Dry Goods Co. v. Williams, 309 U. S. 655.

"Congress' power over money is power to legislate wherever people's welfare is served by regulation of this medium of exchange and extends to certain bullions used as money metals so far as proper to control effects of such bullion on money."

These momentous decisions leave no doubt that Congress is mandated under the constitution and Supreme Court decisions to establish a medium of exchange, and may do so by paying legal tender currency into circulation on congressionally approved public projects, such as a national highway system. They say:

*"Congress was authorized to establish, regulate and control the national currency and to make that currency legal tender money for all purposes," and "To legislate wherever people's welfare is served by regulation of this medium of exchange..."*

This is the supreme law of the land declared to be so by the constitution and the Supreme Court of the United States of America.

Some may believe that in building our roads with an issue of United States currency would be feeding inflation. It will not cause inflation. The money must be earned — over quite a period of time — before it is spent. To the contrary, the banks when making loans to the government and to the public create money. They monetize goods and property, and the nation's credit, by accepting such as collateral and then using money in circulation (bank deposits), to cash checks drawn against the banks' credit, thus creating a new medium of exchange which may be used to take consumer goods off the market. The banks, therefore, may cause either inflation or deflation in the present custom of doing business.

Marriner S. Eccles, former Chairman of the Federal Reserve Board said:

*"The power to create money and regulate the value thereof has always been an attribute of a sovereign power... The development of deposit banking, however, introduced into the economy numerous private agencies which have the power to create and destroy money without being recognized as creators and destroyers of money by the government or by the people."*

Shall we have, under this new plan, an adequate national highway system and reduced taxes, or will we muddle along with increasing taxes and bonded indebtedness under a system that spells high travel cost and a shocking number of accidents?

WED. p  
Oct No. 31  
a f of l

OFFICE OF  
GENERAL PRESIDENT

OCT 22 1 33 PM '34

RECEIVED  
I. B. C. I.  
C. W. A. M. O. A.

A PLAN PROVIDING FOR AN ADEQUATE NATIONAL HIGHWAY  
SYSTEM THE TAXPAYERS CAN AFFORD

by

Will Dew

Enabling Congress to authorize the building of an adequate national super-highway system, and to direct the issuance of legal tender currency in the amount of twenty-five billion dollars for the establishment of a revolving fund to pay for the building and maintenance of a national multiple-lane highway system; to create a Board of National Highway Management, setting forth the scope and manner of the Board's operations and the power and duties of other persons charged with the construction and maintenance of the national highway system; to provide for a "use toll," method of collecting the toll and disbursing the monies so collected; providing for the retirement of the non-interest-bearing government and state bonds issued in the system of financing; repeal of the federal gas and oil tax, and for other related purposes.

BE IT ENACTED BY THE SENATE AND HOUSE OF REPRESENTATIVES OF THE UNITED STATES OF AMERICA IN CONGRESS ASSEMBLED, THAT

(a) For the purpose of providing means for the financing of an adequate national multiple-lane arterial highway system Congress shall, immediately upon the enactment of this bill, notify the Comptroller of the Currency, and thereupon it shall be his duty, under the supervision of the Secretary of the Treasury, to cause to be engraved, printed, delivered and held in trust by the Comptroller of the Currency, the amount of twenty-five billion dollars (\$25 billion) of non-interest-bearing United States bonds.

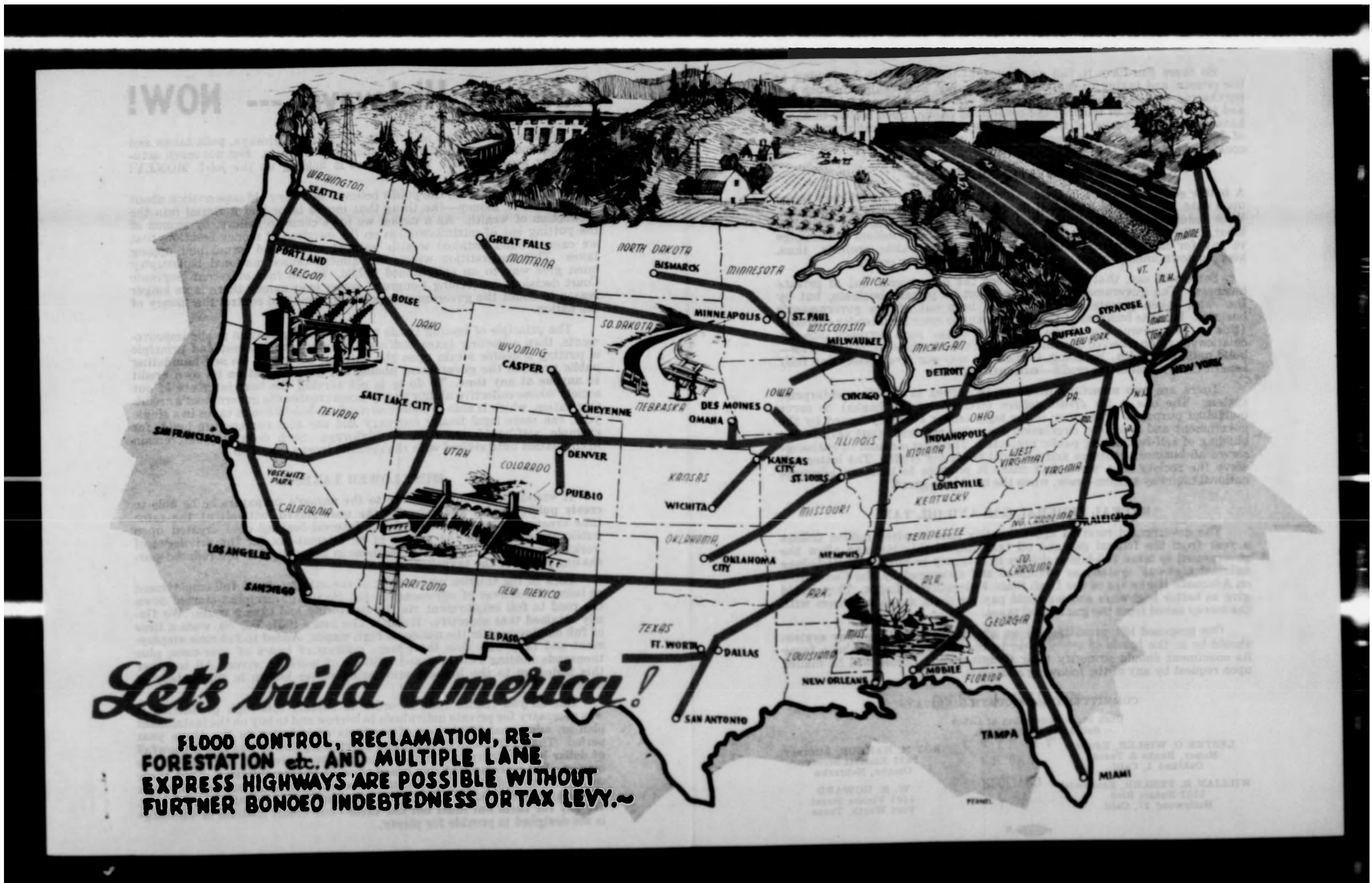
(b) Such bonds shall be secured by the full faith and credit of all the resources of the United States, and shall be used for the full backing of a like amount of United States currency.

(c) It shall be the further duty of the Comptroller of the Currency, under the supervision of the Secretary of the Treasury, to cause to be engraved, printed, delivered, and held in trust by the Comptroller of the Currency, the amount of twenty-five billion dollars in currency. This currency shall be known as United States Notes. Such notes shall have printed upon their face: "This note is legal tender at its face value for all debts public and private, and shall have engraved and printed upon their back the OBVERSE FACE and REVERSE FACE of the Great Seal of the United States of America. Such notes shall be used exclusively for the purchase of non-interest-bearing state bonds as authorized under this Act.

(d) The states through which the national highway system will run shall, to derive the benefit of this act, issue non-interest-bearing bonds and upon the authority of the Board of National Highway Management shall sell such bonds to the Comptroller of the Currency to secure the funds necessary for construction of the highways through their respective states.

SECTION 2 (a) The state governments participating in the building of the national highway system are, by authority of this Act, and in cooperation with the Board of National Highway Management, directed to call for bids and let contracts for construction of the highways.





COPY

NATIONAL PARKING ASSOCIATION, 711 14th St., N. W., Washington 5, D. C.

October 19, 1954

Mr. David Beck, President  
International Brotherhood of Teamsters  
552 Deany Way  
Seattle 9, Washington

ADMINISTRATIVE FILE /  
Highway Department  
Committee  
National Parking Association

Dear Mr. Beck:

On behalf of the National Parking Association, I wish to thank you for the opportunity to point out the vital role which the private enterprise parking industry can play in the execution of the President's Highway Program.

For your information, I am forwarding, under separate cover, the past four issues of PARKING Magazine, a publication of this Association which is regarded as the voice of the parking industry.

Winter issue tells the story of the evolution of the parking industry and its theme is "An Industry on the Threshold".

Spring issue traces the growth and development of our central business districts and points out that the tide is now turning, and sets forth the role which the private enterprise parking industry has played and is destined to play in making our downtown areas economically healthy.

Summer issue deals with the National Convention in Chicago and describes some innovations in this young and rapidly growing industry.

Fall issue, which is fresh off the press, has the theme of "Parking and Real Estate". It takes up drive-in banks, the municipal responsibility to modernize its building codes to permit modern design and construction techniques. It also takes up the traffic problem and techniques for its improvement, discusses shoppers' shuttle bus service, and there is a design analysis of a unique parking structure.

I am at present on a field trip through the middle west and will return to Washington at the end of this week. In accordance with the Committee's request, each of us at the conclusion of my statement at the hearing, I am pulling together data on the magnitude, scope and potential of the private enterprise parking industry.

My office has my itinerary and can reach me by telephone should you have any wish to contact me during this week.

Sincerely yours,

cc: 100 Indiana Ave., N.W.  
White House Off.

C. T. McDevin  
Executive Director  
(Dictated by telephone  
from Pittsburgh)



*File  
10/22*

ADMINISTRATIVE FILE ✓

Highway Improvements  
Committee

WESTERN HIGHWAY INSTITUTE

417 MARKET STREET  
SAN FRANCISCO 5, CALIFORNIA

October 13, 1954

Mr. Dave Beck, President  
International Brotherhood of Teamsters  
Washington 1, D. C.

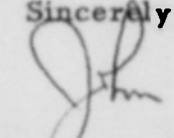
Dear Dave:

We have your letter of October 11th and enclosure. We are giving this subject priority attention here and you will shortly be receiving an analysis of the railroads' proposal to the Clay committee.

Please continue to call upon us for assistance of this nature.

With personal regards,

Sincerely yours,



John L. Springer,  
Director

JLS/mbb

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COMM. DIV.  
U.S. DEPT. OF JUSTICE

ADMINISTRATIVE FILE ✓  
Highway Improvements  
Committee  
x Western Highway Institute

October 11, 1954

Mr. John Springer, Director  
Western Highway Institute  
417 Market Street  
San Francisco, California

Dear Jack:

On Thursday and Friday of last week, the President's Advisory Committee on a National Highway Program, of which I have been appointed a member, held its first sessions. I am forwarding herewith a statement from the Association of American Railroads which was presented to the Committee. I should like to have you direct this into proper channels of the Western Highway Institute for analysis and suggest that you have your Institute Engineer submit an outline to me in this connection. Let me have this as soon as possible, as it is necessary to have as much supporting material as possible prior to the next meeting.

With best regards, I am

Sincerely yours,

DB:aw  
enc.

7/28  
10/24

WESTERN HIGHWAY INSTITUTE

417 MARKET STREET  
SAN FRANCISCO 5, CALIFORNIA  
September 10, 1954

ADMINISTRATIVE FILE

Highway Improvements  
Committee  
X

Mr. Dave Beck, President  
International Brotherhood of Teamsters  
100 Indiana Avenue, N.W.  
Washington 1, D.C.

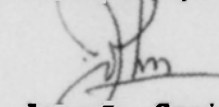
Dear Dave:

This is written to pass on my compliments to you on your appointment to the President's highway committee. This is a distinction indeed and, needless to say, a development of major potential benefit to our industry.

If you can, in any way, utilize the services of the Institute's able highway engineering staff in support of your work on this committee, please call upon us.

With personal regards,

Sincerely yours,

  
John L. Springer  
Director

JLS/mbh  
cc: Frank Brewster

3/22  
10/22

ADMINISTRATIVE FILE

Highway Improvements  
Committee  
X

Mr. Archie Pierce, President  
Pierce Auto Freight Lines, Inc.  
795 S. Riverside  
Medford, Oregon

Dear Archie:

Many thanks for your letter. I am looking forward to serving on General Clay's Committee which will meet for its final session on October 7 in Washington. It is my hope that I shall be able to make at least a small contribution to the work which the General has before him.


Kindest personal regards.

Sincerely yours,

DB:aw

September 21, 1954





795 S. RIVERSIDE ♦ MEDFORD, OREGON  
TELEPHONE: 2-5254

Sept. 17, 1954

Mr. Dave Beck, President  
Internat'l Brotherhood of Teamsters  
100 Indiana Ave., N.W.  
Washington, D.C.

Dear Dave:

This letter to congratulate you on the fine appointment you received from President Eisenhower. This appointment carries with it a tremendous amount of responsibility as well as an opportunity to serve the citizens of our country. I know you will be an asset on the committee and will be helpful in bringing about the many needed changes in our national highway system.


Best regards.

Sincerely,  
*Archie Pierce*  
Archie Pierce, Pres.  
Pierce Auto Freight Lines, Inc.

ACP-w

TO LOS ANGELES

Oregon's No. 1 Carrier





DOMESTIC SERVICE		WESTERN UNION		INTERNATIONAL SERVICE	
Check the class of service desired otherwise this message will be sent at the full rate		1206		Check the class of service desired otherwise this message will be sent at the full rate	
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DAY LETTER	NIGHT LETTER			VICTORY LETTER	SHIP RADIOGRAM
TO, WOL. CL. OF SVC.		FD. OR COLL.		BATH NO.	
CHARGE TO THE ACCOUNT OF		TIME FILED			
Send the following message, subject to the terms on back hereof, which are hereby agreed to					
SEPTEMBER 15, 1954					
GENERAL LUCIUS D CLAY THE WHITE HOUSE WASHINGTON, D. C.					
COMMITTEE MEETING WILL NECESSITATE SOME REARRANGING OF MY SCHEDULE BUT WILL PROCEED TO DO SO IMMEDIATELY AND WILL BE IN ATTENDANCE. BEST WISHES.					
DAVE BECK					
ADMINISTRATIVE FILE Highway 2 Committee					

**DOMESTIC SERVICE**

Check the class of service desired:  
otherwise this message will be  
sent at the full rate

FULL RATE TELEGRAM	SERIAL
DAY LETTER	NIGHT LETTER

# WESTERN UNION

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VICTORY LETTER	SHIP RADIOGRAM

W. J. MARSHALL, PRESIDENT

NO. WEST. CL. OF SVC.	FD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

COPY

THE WHITE HOUSE WASHINGTON DC SEP 14 1954  
DAVID BECK PRESIDENT INTERNATIONAL BROTHERHOOD OF TEAMSTERS

WILL IT BE POSSIBLE FOR YOU TO ATTEND FIRST MEETING OUR  
COMMITTEE IN ROOM 224, OLD STATE BUILDING AT 900AM  
ON OCTOBER 7, AND TO REMAIN THROUGH OCTOBER 8. WE WILL  
DISCUSS PROCEDURES AND ALSO HEAR VIEWS OF INTERESTED  
PARTIES AT THAT TIME. BEST REGARDS.

LUCIUS D CLAY

CLASSES OF SERVICE

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**WESTERN UNION**

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RDV Fast PD Int. Bro. Teamsters September 8, 1954

The President  
The White House  
Washington, D. C.

ADMINISTRATIVE FILE

*11-8*  
*Highway Improvement*  
*Committee*

Honored and happy to accept appointment as member of  
General Clay's Committee. Will contact him for details  
and give all possible cooperation

Dave Beck

annw

Send the above message, subject to the terms on back hereof, which are hereby agreed to

PLEASE TYPE OR WRITE PLAINLY WITHIN BORDER—DO NOT FOLD

1249—(1-50)

9/2  
Eddie Cheyfitz talked  
to Mr. Coonan in  
regard to this letter,  
A. H.

JOSEPH E. DAVIES  
FRANKLIN B. JONES (1929)  
DONALD R. RICHBERG  
WILLIAM E. TYDINGS  
RAYMOND H. BEEBE  
ALFONSO B. LANDA  
JAMES F. WELCH  
RAYMOND C. CUSHMA  
C. ROBERT MATHIS  
BELMAN W. HOLLIDAY  
ARTHUR D. CONDON  
GEORGE B. WEBSTER  
ARTHUR J. CERNA

LAW OFFICES  
DAVIES, RICHBERG, TYDINGS, BEEBE & LANDA  
1000 VERMONT AVENUE, NORTHWEST  
WASHINGTON 5, D. C.

TELEPHONE NATIONAL 8-4055  
CABLE ADDRESS "DAVCON"

ADRIEN F. SUBICK  
OF COUNSEL

September 1, 1954

Mr. Dave Beck  
100 Indiana Avenue, N. W.  
Washington, D. C.

Dear Dave:

Art Landa, who knows General Clay, is arranging to confer with him to urge the appointment of yourself and possibly some of the other ACT Directors to the \$50 billion dollar road program Committee that General Clay now heads. Burt Seymour is contacting the General through mutually friendly New York bankers.

I have positive information that the railroads are doing everything they can to dominate the situation. We need a maximum effort, and I think it would be very helpful if you would speak to the Secretary of Labor and ask him to recommend to General Clay and the President that the trucking industry be represented. I have already spoken to the President's Economic Adviser, Dr. Hauge, on behalf of you and the other ACT Directors. Hauge is a key man in the setup.

Sincerely,

*Red*

Arthur D. Condon

11:nmh



**WESTERN UNION**  
SENDING BLANK

RDV DL PD Int. Bro. Teamsters August 31, 1954

General Lucius D. Clay  
Continental Can Company  
42nd near Park Avenue  
New York, New York

ADMINISTRATIVE FILE  
Highway Improvements  
- Committee  
X (Clay, Lucius D. General)

Congratulations on your appointment as Chairman of the Highway Improvements Committee. I note that labor representative is yet to be named. May I suggest to you the name of Dave Beck, Teamster President. His union has a vital interest in highway improvement and in addition I know that you would find Mr. Beck most cooperative. I will be talking to you about this by telephone.

Eddie Cheyfitz

dict. from Harrisburg, Pa. by ETC annw  
Send the above message, subject to the terms on back thereof, which are hereby agreed to

PLEASE TYPE OR WRITE PLAINLY WITHIN BORDER—DO NOT FOLD  
1249—(5-55)

JOSEPH E. DAVIES  
FRANKLIN D. JONES (1929)  
DONALD B. RICHBERG  
WILLARD E. TYDINGS  
RAYMOND A. BEEBE  
ALFONSO E. LANDA  
JAMES T. WELCH  
RAYMOND C. CUSHWA  
C. ROBERT MATHEW  
DELMAR H. HILLMAN  
ARTHUR D. CONDON  
GEORGE B. WEBSTER  
ARTHUR J. CERRA

LAW OFFICES  
DAVIES, RICHBERG, TYDINGS, BEEBE & LANDA  
1000 VERMONT AVENUE, NORTHWEST  
WASHINGTON 5, D. C.

TELEPHONE NATIONAL 8-4058  
CABLE ADDRESS 'DAVJON'

ADRIEN F. BUSICK  
OF COUNSEL

August 27, 1954

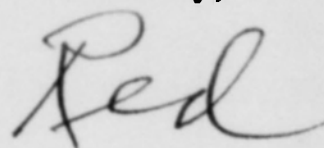
Mr. Dave Beck  
100 Indiana Avenue, N. W.  
Washington, D. C.

Dear Dave:

I suggested today to Dr. Gabriel Hauge, Economic Adviser to President Eisenhower, the advisability of having some or all of the ACT Directors on the Commission the President is forming in connection with his \$50 billion dollar road program, depending upon the size of the Commission.

Dr. Hauge said he would make such a recommendation to the President.

Sincerely,



Arthur D. Condon

ll:nah

cc: Seattle, Washington

hee

ADMINISTRATIVE FILE  
Highway Improvement  
Committee  
X

### President Forms New Committee to Study Highway Improvement

WASHINGTON — (AP) — President Eleanor Roosevelt today created a special advisory committee to help him solve state-Federal problems of putting into effect his \$50 billion highway improvement program.

He designated retired Gen. Lucius D. Clay, an old comrade-in-arms, to head the committee. He asked for a report before the next session of Congress opens early next year.

President's Press Secretary James Hagerly said the committee would have five or six members drawn from the ranks of organized labor, banking and the construction field.

In addition, Mr. Hagerly said, consultants will work with the group from other fields. Federal personnel, such as employees of the Budget Bureau and the Bureau of Public Roads, will be made available to the committee.

The committee, Mr. Hagerly said, will work closely with the Governors' Conference Committee on Roads, headed by Gov. Walter Kohler of Wisconsin.

Gen. Clay is now chairman of Continental Can Co. Like other members of the special committee, he will serve without pay.

Mr. Hagerly said gasoline taxation and financing within states—already a subject of Gov. Kohler's study—will be looked into by the new group along with broader problems.

### CLAY HEADS ROADS GROUP President Creates Committee on Highway Plan Problems

WASHINGTON, Aug. 30 (AP)—President Eleanor Roosevelt today created a special advisory committee to help him solve state-Federal problems of putting into effect his \$50,000,000,000 highway improvement program.

After a breakfast conference, the President designated Gen. Lucius D. Clay, a retired comrade-in-arms, to head the committee. He asked for a report before the next session of Congress opens early next year.

The President's press secretary, James C. Hagerly, said the committee would have five or six members drawn from labor, banking and construction. The committee, Mr. Hagerly said, will work closely with the Governors' Conference Committee on Roads, headed by Gov. Walter Kohler of Wisconsin, who attended today's meeting.

General Clay is now chairman of the board of the Continental Can Company. Like other members of the special committee, he will serve without pay.

JOSEPH E. DAVIES  
FRANKLIN D. JONES (1929)  
~~DONALD R. SCHUBERT~~  
WILLARD E. TYDINGS  
RAYMOND N. BEEBE  
ALFONSO B. LANDA  
JAMES T. WELCH  
RAYMOND C. CUSHNER  
C. ROBERT MATHIS  
DELMAR W. HOLLOWAY  
ARTHUR D. CONDON  
GEORGE D. WESTER  
ARTHUR J. CERNA

LAW OFFICES  
DAVIES, RICHBERG, TYDINGS, BEEBE & LANDA  
1000 VERMONT AVENUE, NORTHWEST  
WASHINGTON 5, D. C.

TELEPHONE NATIONAL 8-4088  
CABLE ADDRESS "DAVJON"

ADRIEN F. BUSICK  
OF COUNSEL

ADMINISTRATIVE FILE

~~Highway Improvements~~  
Committee

August 23, 1954

Mr. Dave Beck  
100 Indiana Avenue, N. W.  
Washington, D. C.

Dear Dave:

I understand on good authority that the railroads are trying to dominate selections for the President's Commission on his Highway Roads Program. The trucking industry should move fast to place its own spokesmen on this Commission. In my opinion the situation is such that the importance of having our own spokesmen on this Commission outweighs possible disadvantages.

In my opinion the ACT Committee objective should be to have as many of the ACT Directors on the Commission as there would be room for which would depend, of course, on the total number to be appointed. If you have any contrary view please let me know.

Sincerely,

*Red*

Arthur D. Condon

11:nmh

ADMINISTRATIVE FILE  
*Highway Improvements*  
*Committee*  
-X

OFFICE OF THE GOVERNOR  
MADISON, WISCONSIN  
August 20, 1954

Board of Directors  
Independent Advisory Committee to  
The Trucking Industry  
Washington, D. C.

Attention: Mr. Dave Beck, Chairman

Gentlemen:

This will acknowledge and thank you for your telegram of August 9 pledging the cooperation of the Independent Advisory Committee to the Trucking Industry in the development of the highway building program proposed by President Eisenhower.

As chairman of the Highway Committee of the Governors' Conference, I am deeply grateful to you for your generous offer of assistance and you may be sure I shall keep it in mind.

With good wishes,

Sincerely yours,

*Walter J. Kohler*  
Walter J. Kohler  
Governor



Copies sent by William R. Haley  
to the Board of Directors.

ADMINISTRATIVE \_\_\_\_\_  
ACT \_\_\_\_\_  
X \_\_\_\_\_  
X \_\_\_\_\_

COPY OF TELEGRAM SENT AUGUST 9, 1954

HONORABLE WALTER KOHLER  
GOVERNOR OF WISCONSIN  
c/o COUNCIL OF STATE GOVERNMENTS  
1737 K STREET, N.W.  
WASHINGTON, D.C.

THE INDEPENDENT ADVISORY COMMITTEE TO THE  
TRUCKING INDUSTRY FOLLOWING THE RECENT GOVERNORS' CONFERENCE  
AT LAKE GEORGE FLEDGED IT COMPLETE COOPERATION WITH CONFERENCE  
EFFORTS AIMED AT DEVELOPING THE HIGHWAY BUILDING PROGRAM  
PROPOSED BY PRESIDENT EISENHOWER. IN VIEW OF YOUR SELECTION  
AS CHAIRMAN OF THE SPECIAL COMMITTEE OF GOVERNORS AT WORK ON  
THIS PROPOSAL WE TAKE THIS OPPORTUNITY TO APPRISE YOU  
PERSONALLY OF OUR GENUINE INTEREST AND DESIRE TO RENDER  
MAXIMUM ASSISTANCE IN YOUR STUDIES OF THE MATTER. PLEASE  
CALL ON US FOR ANY INFORMATION, SUGGESTIONS, ETC. WHICH  
YOU FEEL MAY BE OF VALUE TO THE COMMITTEE.

BOARD OF DIRECTORS  
INDEPENDENT ADVISORY COMMITTEE  
TO THE TRUCKING INDUSTRY

DAVE BECK, CHAIRMAN  
B.M. SEYMOUR, CO-CHAIRMAN  
ROY FRUEHAUF, CO-CHAIRMAN  
WALTER F. CAREY, CO-CHAIRMAN

JOSEPH S. BOWEN  
FRANKLIN D. JONES (1928)  
DONALD B. RICHARDS  
WILLIAM S. TYDINGS  
DAVIDSON S. BEEBE  
ALFONSO B. LANDA  
JAMES T. WELCH  
RAYMOND C. CUSHWA  
C. ROBERT MATHIS  
DELMAR W. HOLLOWMAN  
ARTHUR D. CONDON  
GEORGE S. MASTER  
ARTHUR J. CERRE

LAW OFFICES  
DAVIES, RICHARDS, TYDINGS, BEEBE & LANDA  
1000 VERMONT AVENUE, NORTHWEST  
WASHINGTON 5, D. C.

TELEPHONE NATIONAL 8-0756  
CABLE ADDRESS "DAVJON"

ADRIEN F. MUSICK  
OF COUNSEL

ADMINISTRATIVE FILE  
Highway Improvements  
Committee  
X

August 12, 1954

Mr. Dave Beck  
100 Indiana Avenue, N. W.  
Washington, D. C.

Dear Dave:

I am advocating that the ACT Committee make a major project, particularly from a publicity standpoint, in connection with the \$50 billion road program announced by the President. You will recall that the first time we conferred with the President this was the ACT Committee's chief recommendation to him.

I have received information indicating that the President is determined to go ahead with this road program despite the opposition at the Governors Conference by many Governors.

Sincerely,

*Red*

Arthur D. Condon

11:nah

AMERICAN TOLL WAYS AUTHORITY  
Post Office Box 1239  
WASHINGTON 13 D. C.

ADMINISTRATIVE FILE

Highway Improvements  
Committee

*A. H. Wilson*  
Executive Director

COPY OF RELEASE TO SUNDAY PAPERS, JULY 25, 1954

Louisville, Ky.--In the wake of President Eisenhower's recent announcement recommending a \$50 billion dollar highway construction program, the American Toll Ways Authority, which will have national headquarters here, revealed today its plans for a nation-wide system of toll roads which would serve the needs of the Nation on a self-liquidating basis.

The plan envisions a great network of super highways to be built and maintained by State Toll Ways Commissions of the states through which they pass. J. H. Wilson, Indianapolis real estate and insurance man and spokesman for the Authority, said the plan had its inception in 1947 when a small group of good-road enthusiasts set out quietly to get toll way laws enacted by the states. Many states now have such laws but others must enact them before the interregional cooperation necessary to make the plan effective can be achieved.

The American Toll Ways Authority will assist the states in the fields of research, planning and coordination in developing the highway network as well as in the acquisition of rights-of-way, arranging financing, and multiple other problems and details involved. The plan contemplates not only highway construction, but also bridge-dams to impound water for conservation and recreation, underground warehouses for storage of food and other shipments of truckers, and other facilities to serve users of the toll ways. Through contacts with Government, industry and the public, the Authority will be able to recommend to the State Commissions the safest, most practical and best serving rights-of-way.

Mr. Wilson said Louisville was selected as national headquarters for the Authority since it is the population center of North America and the gateway to the south. He said a model plan has been perfected for the Louisville area, including land acquisition, ways crossings, warehouses which could serve as bomb shelters in an emergency, and for provision of goods and services required by toll way patrons.

"While highway safety and utility is our primary objective, many other valuable improvements will accrue to the local communities, the states and the Nation," Mr. Wilson said. "Not the least of these is water conservation and diversion to prevent floods and bring water to arid areas of the country. We will encourage such projects as the ways develop, coordinating and fitting each into the overall plan.

"Another important consideration is the value of such a comprehensive highway network to the national defense. Toll ways in certain sections, particularly in the western part of the country, which perhaps could not be made self-liquidating, are fully justifiable from a national defense standpoint," Wilson asserted.

A bill has been drawn up and will be presented to Congress in January to incorporate the American Toll Ways Authority on a national basis.

*Telex*

RDV DL PD Int. Bro. Teamsters

**WESTERN UNION**

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July 20, 1954

*Telex*

ADMINISTRATIVE FILE

Q.C. *Comments*

Highway *Comments*

Hon. Robert L. Kennon  
The Capital  
Baton Rouge, Louisiana


Congratulations on your recent election as Chairman of the Governor's Conference. The Independent Advisory Committee to the Trucking Industry is anxious to cooperate fully in developing a long range highway construction program as discussed by Governor at Lake George. We would greatly appreciate the opportunity

(end page one of two pages)

Send the above message, subject to the terms on back hereof, which are hereby agreed to

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1234-1234

*Teleflex* **WESTERN UNION** *Teleflex* 

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Page 2 Hon. Robert L. Kennon

to talk over the matter with you and your staff in order to establish areas of most effective cooperation for the trucking industry and the state governments.

Dave Beck, Chairman  
Board of Directors  
Advisory Committee to the  
Trucking Industry

annw  
dict. by Geo. Kelly, Allied Pub. Rel.  
Send the above message, subject to the terms on back hereof, which are hereby agreed to

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12-60—12-60



*Refuse* **WESTERN UNION** *Refuse*  
SENDING BLANK

RDV Fast Paid Int. Bro. Teamsters July 13, 1954

ADMINISTRATIVE FILE

THE PRESIDENT  
THE WHITE HOUSE  
WASHINGTON, D. C.

*Highway Improvement Committee*

YOUR STATESMANLIKE PROPOSAL TO ADVANCE THE CAUSE OF PEACE AND THE WELFARE OF THE NATION BY A FIFTY BILLION DOLLAR PROGRAM OF HIGHWAY CONSTRUCTION IS WHOLE HEARTEDLY SUPPORTED BY THE TRUCKING INDUSTRY. THE INDEPENDENT ADVISORY COMMITTEE TO THE TRUCKING INDUSTRY PLEDGES ITSELF AND ALL OF ITS RESOURCES TO ADVANCE THIS CAUSE. YOUR REALISTIC APPROACH TO

(end page one.)

annw  
dict. det. Harry Guiney, W. E. O. M.

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1249—(1-50)

*T. J. P.*

**WESTERN UNION**  
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*T. J. P.*



THE PRESIDENT      Page 2.

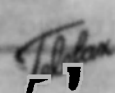
THE VITAL HIGHWAY TRANSPORTATION PROGRAM CAN BRING ABOUT THE GREATEST AND MOST PROSPEROUS ERA IN OUR HISTORY. WHILE THE CONSTRUCTION PROGRAM IS BEING CARRIED OUT, IT WILL BULWARK THE ECONOMY AND OFFER JOBS AND INCOME TO HUNDREDS OF THOUSANDS OF THE NATION'S UNEMPLOYED WHICH, AS WE ALL KNOW, CONSTITUTES A PRESENT SERIOUS PROBLEM. IN ADDITION TO THESE GREAT BENEFITS, THE PLAN YOU PROPOSE WOULD PROVIDE THE STATES WITH ASSISTANCE IN REMOVING ALL ARTIFICIAL BARRIERS TO A FREE FLOW OF

(end page two)

Send the above message, subject to the terms on back hereof, which are hereby agreed to

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1269—(5-50)



**WESTERN UNION**  
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THE PRESIDENT

Page 3.

INTERSTATE COMMERCE. OUR COMMITTEE IS  
PREPARED TO MEET WITH YOU AT YOUR CONVENIENCE  
TO FURTHER YOUR PROGRAM

INDEPENDENT ADVISORY COMMITTEE TO  
THE TRUCKING INDUSTRY  
DAVE BECK, CHAIRMAN  
B. M. SEYMOUR  
ROY FREUHAUF  
WALTER CAREY

Send the above message, subject to the terms on back hereof, which are hereby agreed to

PLEASE TYPE OR WRITE PLAINLY WITHIN BORDER—DO NOT FOLD

1257-47-105

From: Independent Advisory Committee to the Trucking Industry  
1000 Vermont Avenue, Northwest, Washington, D. C. - Sterling 3-4291

FOR RELEASE 10:00 A. M. JULY 14, 1954

Washington, July 14 -- President Eisenhower's proposed Fifty Billion Dollar Highway Construction Program was vigorously endorsed today by labor and management leaders of the trucking industry.

Dase Beck, Teamsters' international president, and his three co-members of the board of directors of the Independent Advisory Committee to the Trucking Industry pledged wholehearted support of the ten-year road building plan in a telegram to the Chief Executive. They offered the trucking industry's "full resources" in developing the program.

Joining Beck in the message to the White House were B. M. Seymour, president of Associated Transport, Inc., who also is president of ACT; Roy Fruehauf, president of the Fruehauf Trailer Company, and Walter B. Carey, chairman of the board of the American Trucking Associations.

Commenting on the Administration program, Fruehauf said: "This is wonderful news for everyone interested in improved highway facilities. One of ACT's primary objectives is a comprehensive road building and maintenance plan which will answer the nation's long range needs in this vital field. We have discussed such a program with the President and are, of course, delighted to see it taking shape."

President Eisenhower's proposal was presented Monday night by Vice President Nixon to the annual Conference of Governors at Lake George, New York.

The text of the ACT leaders' telegram follows:

"Your statesmanlike proposal to advance the cause of peace and the welfare of the nation by a fifty billion dollar program of highway construction is wholeheartedly supported by the trucking industry.

(More)

JULY 8, 1953

ADMINISTRATIVE FILE

Highway Improvements  
Committee

MEMORANDUM:

TO: MR. DAVE BECK  
FROM: MR. EDWARD CHEYFITZ

In view of your general approval of the appointment by President Eisenhower of a commission on Highways, we propose the following steps.

1. We are preparing back in Washington the necessary material embodying facts to support our proposition that a National Commission should be named to study the needs for a Highway and Road program. Our material will show that there are many plans now under way, that there is a need for Federal and State coordination, that the Congress is also considering programs and finally that there is a genuine need for a overall look at prospective highways and roads for the next ten years.
2. Such a commission would consist of representatives of Government, Management and Labor. The commission would confine itself to hearing studies and recommendations. These recommendations would be given to President Eisenhower for authoritative disposal.
3. After the above matter is gathered by our Public Relations Department, we will submit the material to you for action. At this time we recommend that on your next Washington, D. C., trip a Press Conference be convened, during which you would read your letter to President Eisenhower calling for the appointment of the Commission. You would at that time, be in a position (based upon our material) to give the matter thorough discussion.
4. After the dispatch of the letter to President Eisenhower, and Press Conference, we would attempt to give as much support as possible for the National Commission proposed. We might want to enlist the support of your new advisory committee to the Trucking Industry.

We feel that the above "outlined for action" is much better than the mere announcement of the proposal here in Seattle during the Board meeting this week.



DAVE BECK  
888 DENNY WAY  
SEATTLE 8, WASHINGTON

JULY 8, 1953

ADMINISTRATIVE FILE

Highway Improvement  
Committee  
X

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TO: MR. DAVE BECK  
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